

DOCUMENT #5389
ADOPTED 3/27/91

COMMONWEALTH OF MASSACHUSETTS

SUFFOLK, SS.

RESOLUTION

BE IT RESOLVED by the Boston Redevelopment Authority that an Order of Taking, dated MAR. 27 1991, relating to a portion of the DOWNTOWN WATERFRONT-FANEUIL HALL URBAN RENEWAL AREA, MASS. R-77, be executed and made a permanent part of these proceedings, a copy of which the Secretary shall cause to be recorded in the office of the Registry of Deeds for the County of Suffolk.

A true copy

CERTIFICATE

I hereby certify that the following names constitute the entire membership of the Boston Redevelopment Authority:

Clarence J. Jones
Michael F. Donlan
Francis X. O'Brien

James K. Flaherty
Consuelo Gonzales Thornell

A true copy

ATTEST:

Kaus Purnanian
Secretary of the Boston Redevelopment Authority

COMMONWEALTH OF MASSACHUSETTS

SUFFOLK, SS.

BOSTON REDEVELOPMENT AUTHORITY

ORDER OF TAKING

WHEREAS, the Boston Redevelopment Authority, in accordance with G.L., c. 121B, and its predecessor statute G.L., c. 121, adopted and filed in the Suffolk County Registry of Deeds, Book 7929, page 440, an Order of Taking dated February 4, 1965, concerning and describing the Downtown Waterfront-Faneuil Hall Urban Renewal Area, all of the findings, determinations and descriptions set forth therein being incorporated herein by reference and made a part hereof; and

WHEREAS, the Boston Redevelopment Authority has deposited with the Mayor of the City of Boston security to his satisfaction for the payment of such damages as may be awarded in accordance with law to the owner or owners of said area, as required by G.L., c. 79, §40.

NOW, THEREFORE, BE IT ORDERED that the Boston Redevelopment Authority, acting under the provisions of said c. 121B, and all other authority thereunto enabling and pursuant to the applicable provisions of said c. 79, and of any and every power and authority to it, granted or implied hereby takes for itself in fee simple by eminent domain, for the purposes hereinbefore set forth or referred to, the area or areas located in the City of Boston as hereinafter described in ANNEX A, together with any and all easements and rights appurtenant thereto, including the trees, buildings and other structures standing upon or affixed thereto, and including the fee, if any, in all public streets, highways and public ways in said area or areas or contiguous and adjacent to the

property taken hereby, provided such fee is a part of said property, except any and all easements of travel in and to any and all public streets, highways and public ways in said area or areas or contiguous and adjacent thereto.

AND FURTHER ORDERED that in accordance with the provisions of the said c. 79, as amended, awards are made by the Boston Redevelopment Authority for damages sustained by the owner or owners and all other persons, including all mortgagees of record, having any and all interest in each parcel described in ANNEX A and entitled to any damages by reason of the taking hereby made. The Boston Redevelopment Authority reserves the right to amend the award at any time prior to the payment thereof by reason of a change in ownership or value of said property before the right to damages therefor has become vested or for other good cause shown. The awards hereby made are set forth in ANNEX B, which ANNEX B is not to be recorded in the Registry of Deeds with the Order of Taking.

AND FURTHER ORDERED that the Secretary of the Boston Redevelopment Authority causes this instrument of taking to be recorded in the office of the Suffolk County Registry of Deeds.

IN WITNESS WHEREOF, we, the following members of the Boston Redevelopment Authority have caused the corporate seal of the Authority to be hereto affixed and these presents to be signed in the name and behalf of the Boston Redevelopment Authority.

DATED: MAR. 27 1991

BOSTON REDEVELOPMENT AUTHORITY

Clement J. Jones
Michael H. Houlton
James R. Flaherty
Conrad Thrall

ATTEST:

Karee Samarian
Secretary of the Boston Redevelopment Authority

Approved as to form:

Ralph F. Cahill
Ralph F. Cahill, Assistant General Counsel

ANNEX A

BOSTON REDEVELOPMENT AUTHORITY

DOWNTOWN WATERFRONT-FANEUIL HALL URBAN RENEWAL AREA

TAKING AREA DESCRIPTION

The following parcel of land is the only parcel taken by this Order of Taking:

That certain parcel of land, known as a portion of India Street and State Street, containing approximately 9,345 square feet and 4,172 square feet, respectively, totaling 13,517 square feet, as shown on a Plan entitled, "Taking Plan, India Street and State Street, Boston, Mass., dated April 25, 1991," prepared by Harry R. Feldman, Inc., 112 Shawmut Ave., Boston, Mass., which Plan is recorded herewith.

The owner of the parcel of land hereby taken is the City of Boston.

ANNEX B

BOSTON REDEVELOPMENT AUTHORITY

DOWNTOWN WATERFRONT-FANEUIL HALL URBAN RENEWAL AREA

AWARD OF DAMAGES

No awards are made with this Order of Taking.

MEMORANDUM

MARCH 27, 1991

TO: BOSTON REDEVELOPMENT AUTHORITY AND
STEPHEN COYLE, DIRECTOR

FROM: HOMER RUSSELL, ASSISTANT DIRECTOR FOR
URBAN DESIGN AND DEVELOPMENT
JUAN CARLOS LOVELUCK, PROJECT MANAGER

RE: CUSTOM HOUSE

EXECUTIVE

SUMMARY: THIS MEMORANDUM REQUESTS THAT THE BOSTON REDEVELOPMENT AUTHORITY AUTHORIZE A TAKING OF PORTIONS OF INDIA STREET NECESSARY TO ACCOMPLISH THE CUSTOM HOUSE PROJECT. THIS MEMORANDUM ALSO DESCRIBES THE PROGRESS ACHIEVED TO DATE ON THE DESIGN REVIEW, APPROVALS, AND FINANCING OF THE CUSTOM HOUSE PROJECT.

On July 26, 1990, the BRA granted tentative designation to the Beal Companies as redeveloper of the Custom House. The Beal Companies' proposal is to rehabilitate the Custom House into a luxury hotel operated by Inter-Continental Hotels, a major international hotel chain. A fact sheet on the project is attached as Exhibit 1. The tentative designation culminated the second Request for Proposals (RFP) process undertaken by the BRA to designate a qualified developer to rehabilitate this important historic landmark.

Since the tentative designation, the BRA has worked closely with the Beal Companies to finalize various elements related to the design, permitting, and financing of the project which are necessary for the project to proceed. The major developments in the project since the tentative designation, which are described in greater detail in this memorandum, are the following:

- o The 131 State Street (Board of Trade) building, located directly west of the Custom House, has been incorporated into the project, increasing the total number of hotel rooms from 104 to 340;
- o The definition of the size, placement, and configuration of a connection between the Custom House and the 131 State Street building providing a suitable hotel lobby space as well as an all-weather connection between the two buildings for hotel guests. Because of the historic status of both the Custom House and the Board of Trade Building, the Boston Landmarks Commission (BLC) and the Massachusetts Historical Commission (MHC) have been consulted extensively regarding the connector structure. The Boston Civic Design Commission (BCDC) has also been consulted;
- o The BRA and the Boston Zoning Commission adopted new zoning regulations for the Government Center/Markets District on January 16 and March 8, respectively. This new zoning allows the Custom House project to proceed as-of-right;

- o The Executive Office of Environmental Affairs waived the requirement for an Environmental Impact Report, concluding the formal environmental review process at the State level;
- o The Public Improvement Commission voted conceptual approval of the scheme to reconfigure India Street described below;
- o The financing of the project through a taxable revenue bond issued by the Boston Industrial and Development Finance Agency (BIDFA). A BIDFA board meeting is scheduled for March 28. It is anticipated that an Inducement Resolution will be approved at that time determining that the project meets BIDFA requirements and is eligible for BIDFA sponsorship of a taxable revenue bond issue;
- o The BRA and the Beal companies executed a Lease Commencement Agreement on December 21, 1990. The formal lease document is now in final draft form.

Incorporation of 131 State Street into Project

The 131 State Street building is owned by the East Stream Limited Partnership, of which the Beal Companies is a co-general partner. Exhibit 2 shows the location of 131 State Street relative to the Custom House. The building, which contains approximately 105,000 rentable square feet, is currently 65% occupied. All but 14,000 square feet of the space under contract will vacate under current lease terms before construction begins.

By adding the 131 State Street building to the Custom House project, the total hotel room count increases from 104 to 340 rooms (including a proposed three-story rooftop addition to 131 State Street). By allowing the high cost of renovating the Custom House to be spread over a greater number of hotel rooms, the average development cost per hotel room is reduced. A three-story rooftop addition to the 131 State Street building is required to meet the hotel's program requirements. The larger number of hotel rooms also allows Inter-Continental to realize efficiencies in operating and marketing the property.

The incorporation of the 131 State Street building also provides additional space for the hotel's "back of the house" uses which cannot easily be accommodated within the envelope of the Custom House. These uses include the kitchens/bakery, laundry, employee lockers and cafeteria, workshop, housekeeping area, storage areas, telephone room, loading dock, and other miscellaneous uses incidental to the operation of a luxury hotel. In addition, the 131 State Street building provides space for several smaller function rooms and additional food and beverage outlets, both of which are important to successful hotel operations.

Design of Connector and Lobby Structure

The BRA has worked closely with the Beal Companies and its architects, Jung/Brannen and Childs, Bertman, Tseckares & Casendino, and with the Boston Transportation Department to solve the problem of physically connecting the two historic buildings and of providing a suitable hotel lobby/registration area. Alternatives which were considered include a below-grade connection, an at-grade attachment to the Custom House (closing India Street), a separate building constructed between the Custom House and 131 State Street, and an addition to the

front (India Street side) of the 131 State Street building. A report on the design alternatives considered by the BRA and the developer is attached as Exhibit 3.

Numerous meetings were held with the BLC, the MHC, and the BCDC on the design of the connector structure. Balancing the considerations of Inter-Continental's operational needs, preserving the historic buildings and streetscape, pedestrian and vehicular circulation, and the reversibility of the new construction, a consensus was reached that an addition to the front of 131 State Street creating a two-story lobby space with a second floor bridge into the center of the Custom House portico is the solution which most successfully addresses these considerations.

The BLC approved a statement on March 12 which serves as a preliminary indication of approval and understanding before the formal application appears before the BLC. The provisions of the BLC statement, which is attached as Exhibit 4, are consistent with the solution indicated above.

Government Center/Markets District Zoning

The Government Center/Markets District Plan was approved by the BRA Board on January 16 and the zoning regulations implementing the Plan were adopted by the Zoning Commission on March 8. It is anticipated that the new zoning will be signed by the Mayor within a few weeks, which will complete the rezoning process for this district. The new zoning places the Custom House project within a medium growth subdistrict with height limits of 125 to 155 feet and floor area ratio (FAR) limits of 8 to 10. Hotels are an allowed use in this subdistrict. Based on currently proposed plans, the Custom House project will be able to proceed as-of-right with no relief required from the Board of Appeal for dimensional or use restrictions.

MEPA Waiver from EIR Requirements

Pursuant to the Environmental Notification Form (ENF) for the project submitted by the Beal Companies to the MEPA Unit of the Executive Office of Environmental Affairs (EOEA), the EOEA Secretary issued a Certificate on the ENF on December 7, 1990 waiving the requirement for an Environmental Impact Report. This Certificate concludes the formal environmental review process at the State level. The project is subject to Article 31 and will submit a Draft Project Impact Report (DPIR) pursuant to the February 18, 1991 Scoping Determination issued by the BRA.

Modifications to India Street

As part of the public improvements to the Custom House site, the portion of India Street between State Street and Central Street will be reconfigured to contain two travel lanes as well as one additional lane for hotel drop-off. The balance of the space currently occupied by a city street will be devoted to sidewalk and project uses. The Public Improvement Commission granted conceptual approval of these street modifications on February 14, 1991 (a copy of the vote approved by the PIC is attached as Exhibit 5). In order to carry out these improvements, the BRA will take the portion of India Street between State Street and Central Street, and will reconvey the newly laid out public street back to the City. A site plan showing the general limits of the proposed taking is attached as Exhibit 6.

Project Financing

Total development cost of the Custom House/131 State Street hotel project is currently estimated at \$119,225,000. Substantial equity commitments are in place for the Custom House project. The East Stream Limited Partnership and Inter-Continental Hotels have committed \$15 million of equity each. The Beal Companies has committed to contribute \$1 million. A third equity contribution in an amount of \$15 million is currently being sought.

The debt portion of the project financing is anticipated to be a taxable industrial revenue bond issued through BIDFA in an amount of approximately \$70 million, or about 59% of the total project cost.

Lease and Lease Commencement Agreement

A Lease Commencement Agreement between the BRA and the Beal Companies was executed on December 21, 1990. A final lease document is anticipated by April 15, 1991, and will be submitted to the BRA Board for its approval.

Project Description

The project consists of the historic Custom House and 131 State Street, which are being converted into a single hotel project. The Custom House is a three-story building and 131 State Street is a two-story building. A combined four-story hotel project is being developed on the site.

VOTED: That the Boston Redevelopment Authority hereby adopts an Order of Taking concerning portions of India Street located between State Street and Central Street necessary for the redevelopment of the Custom House, and further authorizes the Director to conduct a Chapter 30B process relating to said portion of India Street.

Development Program

Hotel rooms: 340 total
Custom House: 170
131 State: 170

Square footage: 312,301 GSF total
Custom House: 115,000 GSF
131 State: 197,301 GSF
Construction: 20,000 GSF (mostly below grade)

Parking: 6 spaces (the project's parking needs will be accommodated in nearby garages)

Building height:
Custom House: 49'5" (existing)
131 State: 47'6" (including 3-story addition)
Construction: 45' to 55' (est.)

Auxiliary land facilities:
Three restaurants, bars, 75,000 square feet of meeting/training space, shops, beauty, retail and public cultural space.

**FACT SHEET
CUSTOM HOUSE/131 STATE STREET HOTEL**Page 1 of 2
3/27/91**Project Team**

Developer:	Beal Properties CH Limited Partnership
Hotel operator:	Inter-Continental Hotels Corporation
Architect:	Jung/Brannen (building renovation/addition)
	Childs Bertman Tseckares & Casendino Inc. (connector structure)
Legal counsel:	Hill & Barlow
Other consultants:	
Structural:	Engineers Design Group, Inc.
Mechanical:	Cosentini Associates
Traffic:	Vanesse Hangen Brustlin, Inc.
Historical:	Dr. Judy Selwyn, Preservation Technology Associates
	Prof. Margaret Henderson-Floyd, Tufts University
Geotechnical:	Haley & Aldritch

Project Description

The project consists of the historic rehabilitation of the Custom House and Board of Trade (131 State Street) buildings into a single luxury hotel property containing 340 hotel rooms (104 in Custom House, 236 in 131 State Street). A connector structure constructed between the two buildings will accommodate the reception desk and ancillary spaces as well as provide weather-proof, same-level access between the two buildings for hotel patrons. Public pedestrian access through the new connector structure will be maintained indoors as well as outdoors. Three new floors will be added to 131 State Street to meet the hotel program requirements.

Development Program

Hotel rooms:	340 total
Custom House:	104
131 State:	236
Square footage:	312,903 GSF total
Custom House:	115,000 GSF
131 State:	167,903 GSF
Connector:	30,000 GSF (mostly below-grade)
Parking:	0 spaces (the project's parking needs will be accommodated in nearby garages)
Building heights:	
Custom House:	495 feet (existing)
131 State:	160 feet (including 3-story addition)
Connector:	15 to 35 feet (est.)
Ancillary hotel facilities:	
	Three restaurants, bars, 15,000 square feet of meeting/function rooms, kitchen, laundry, retail and public cultural space.

Project Facts

Total development cost:	\$119,225,000 (est., includes all acquisition costs)
Hard cost/square foot:	\$135/GSF (est., exclusive of FF & E)
Average room rate:	\$191/night (est., 1993)
Construction start:	July, 1991 (est.)
Construction completion:	May, 1993 (est.)

Public Benefits

The project will restore the historic Custom House building in a historically appropriate manner, preserve the building in public ownership, and will maintain the Custom House over the life of the 80-year lease, all at no expense to the public. In addition, the project will generate the following public benefits:

Construction jobs:	384 (est., person-years)
Permanent jobs:	300 (est.)
Housing linkage:	\$1,064,518 (est., paid over 7 years)
Jobs linkage:	\$212,903 (est., paid over 2 years)
Property taxes:	\$283,000/year (est., 131 State Street)
PILOT payments:	\$50,000/year (Custom House)
Hotel sales tax:	\$13,655,000 over 10 years to Commonwealth (est.) \$9,582,000 over 10 years to City of Boston (est.)

- o Set-aside of space in the lower floors of the Custom House as public exhibition space for area museums and exhibitors on a rotating basis.
- o The Custom House's 25th floor observation deck will be available for public visitation, and Custom House rotunda will be open to the public.
- o Public improvements in the area surrounding the Custom House will improve the area and help to extend the Faneuil Hall/Quincy Market pedestrian destination to the Aquarium and Rows Wharf areas of the waterfront.

EXHIBIT 2

Source: BRA Map No. 25N-13E
Scale: 1"=100'

North

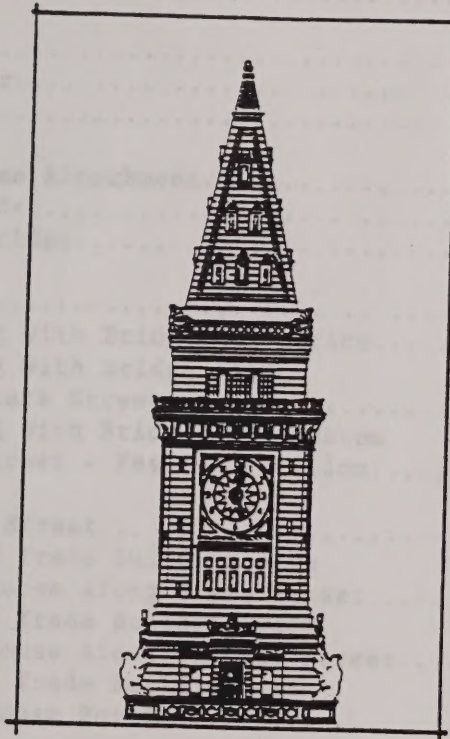


C U S T O M H O U S E /
1 3 1 S T A T E S T R E E T
H O T E L

B O S T O N

CONNECTOR

DESIGN
ALTERNATIVES
REPORT



Developer: THE BEAL COMPANIES

Hotel Operator: INTER-CONTINENTAL HOTELS

Architect: CBT Childs Bertman Tseckares & Casendino Inc.

CUSTOM HOUSE/131 STATE STREET HOTEL

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INTRODUCTION

This report describes the alternatives considered by the Beal Companies and InterContinental Hotels to connect the Custom House and the Board of Trade Building (131 State Street) and to create a suitable lobby space for the new hotel.

The considerations which affect the determination of the most appropriate solution include the operational needs of the hotel, transportation needs (vehicular and pedestrian circulation), historic preservation considerations including degree of physical alterations to historic buildings and reversibility, and urban design considerations.

1.0 - The connection of the Custom House and Board of Trade Building is made through a below-grade structure, allowing the existing street configuration to remain unchanged.



Site Plan

Below Grade Connection

1.1

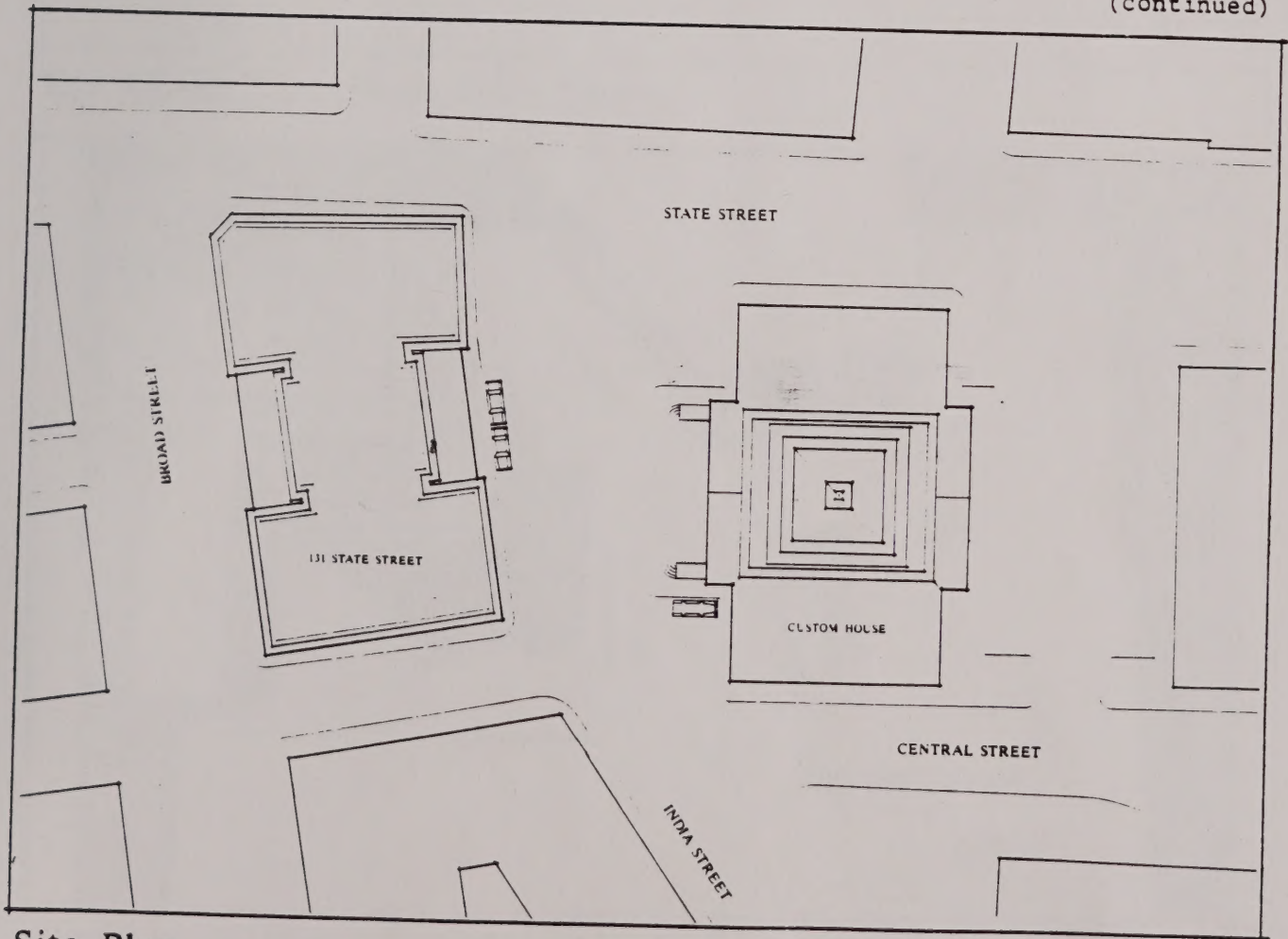
Pros

1. Does not create any new structures at street level.
2. India Street remains open.
3. Existing historic building facades remain untouched.

Cons

1. Infeasible for engineering/structural reasons.
 - a) Height and width of openings into Custom House and Board of Trade Building basements are limited.
 - b) Existing Custom House foundations do not allow construction of pits for high-speed elevators.
 - c) Existing slab under Board of Trade Building makes below-grade entrance problematic (cost, structure).
2. Decreases room count by 20-30 rooms because function rooms, and back of house facilities (kitchen, staff lockers, admin.) have to occupy guest room areas.

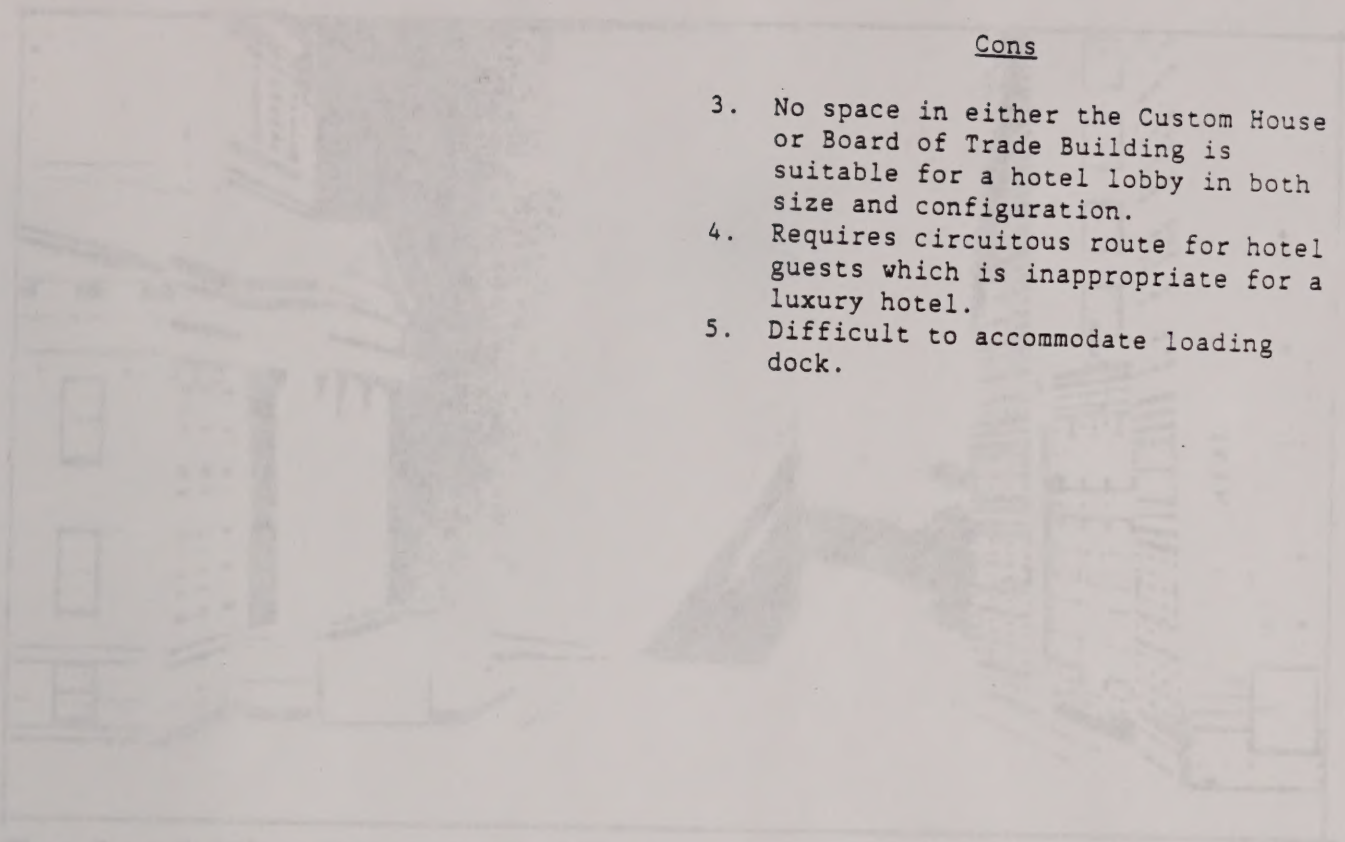
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Site Plan

Cons

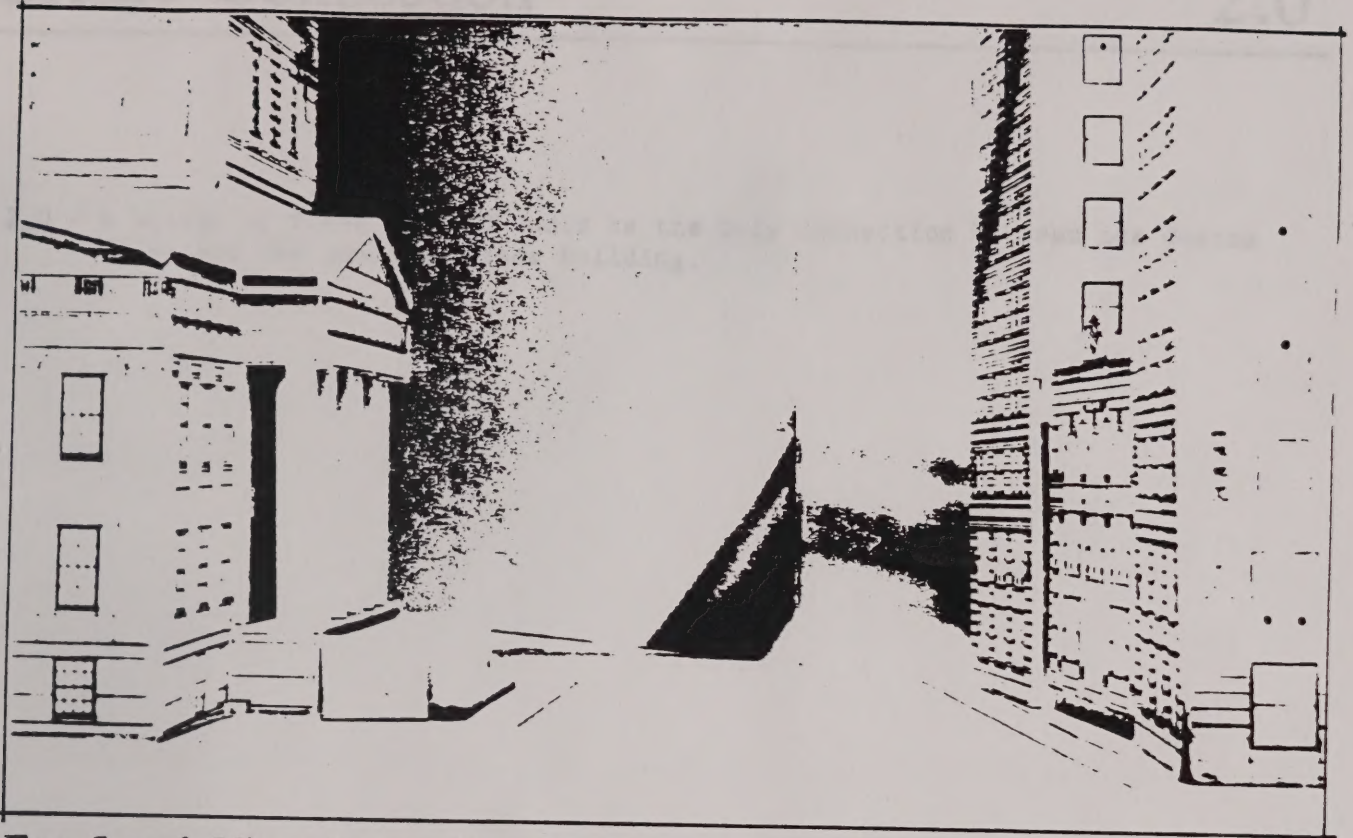
3. No space in either the Custom House or Board of Trade Building is suitable for a hotel lobby in both size and configuration.
4. Requires circuitous route for hotel guests which is inappropriate for a luxury hotel.
5. Difficult to accommodate loading dock.



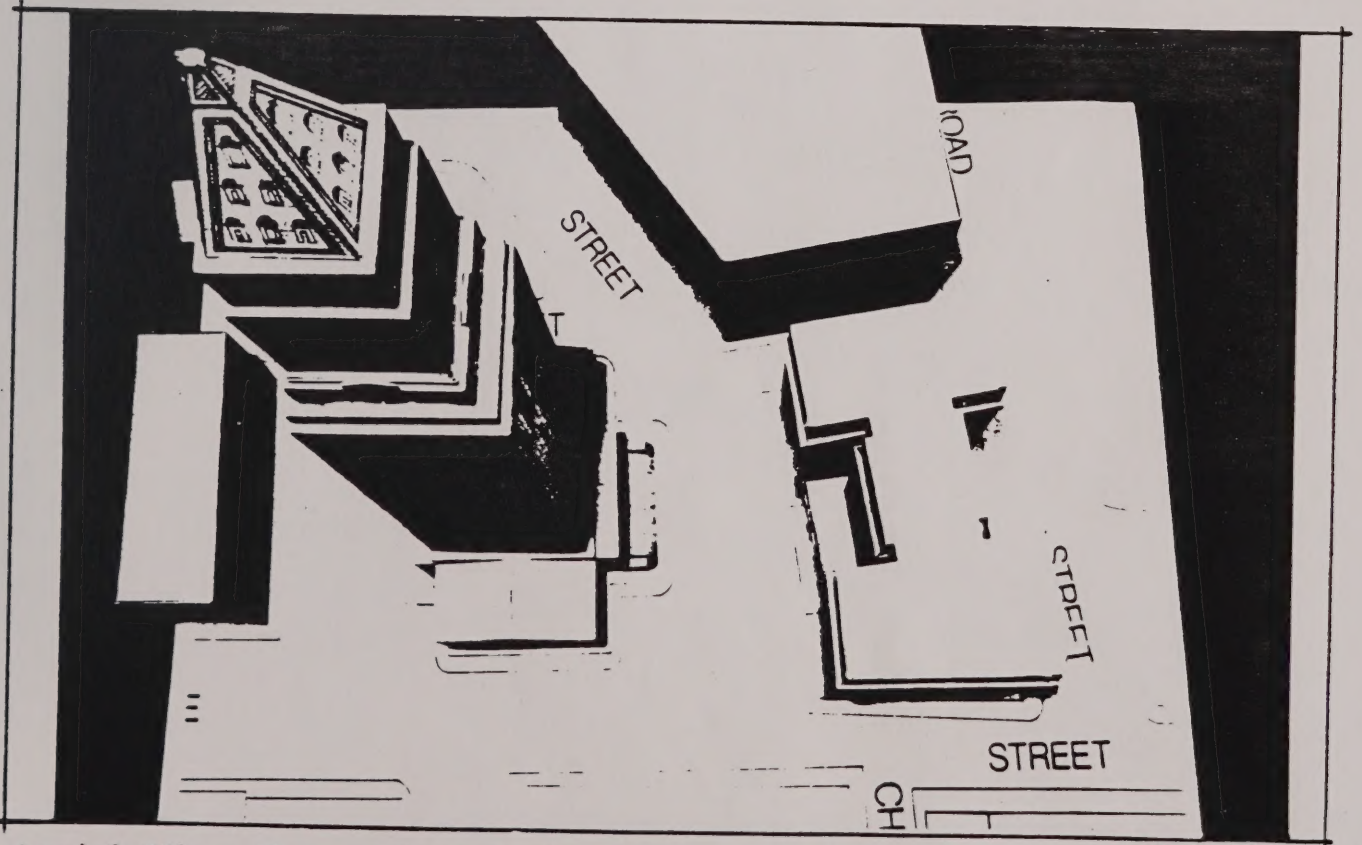
Eye Level View From State Street



Aerial View From State Street



Eye Level View From State Street



Aerial View From State Street

2.0 - A bridge at floor 2 or 10 would be the only connection between the Custom House and the Board of Trade Building.



Site Plan

Bridge at 10th Floor

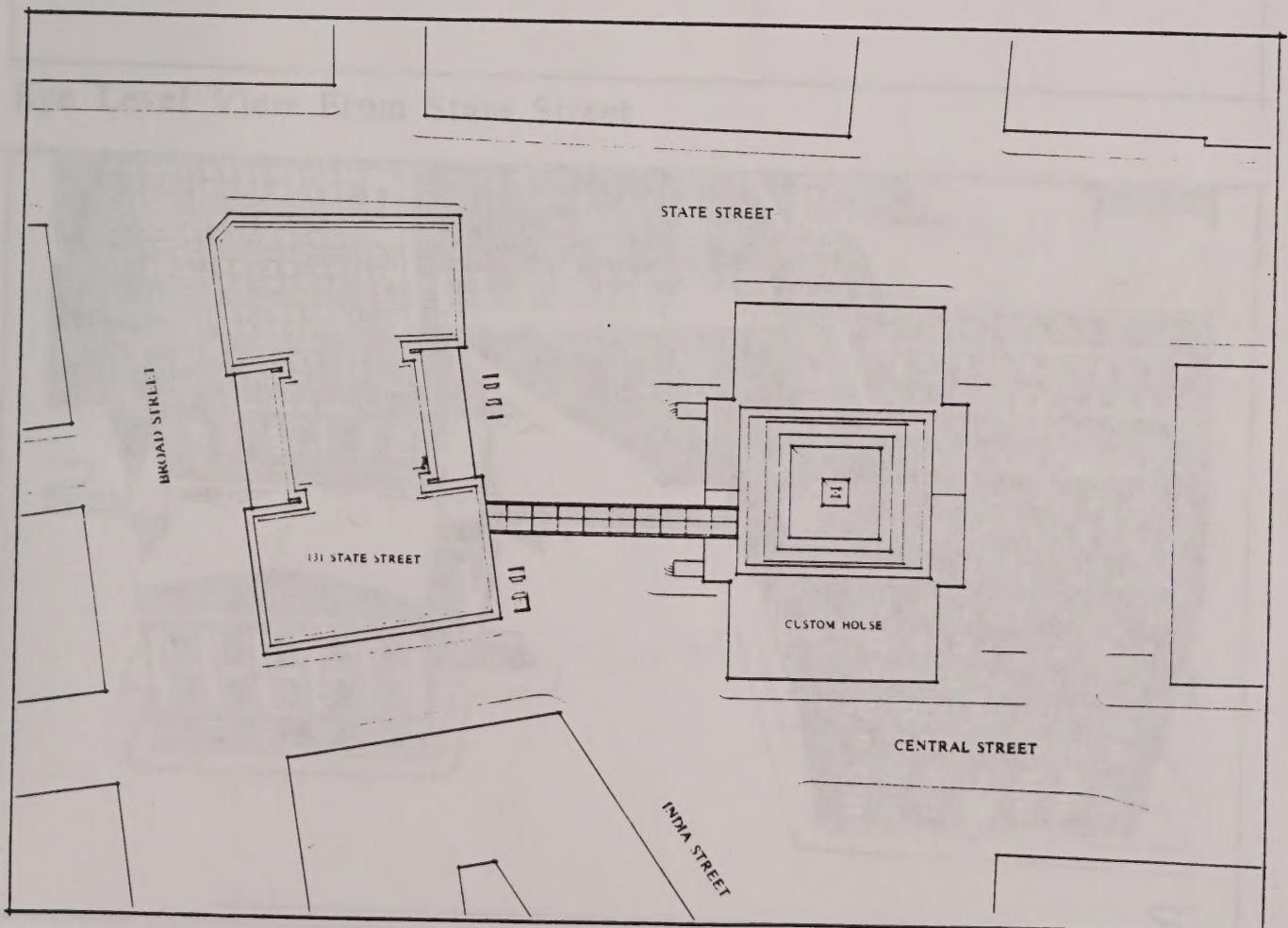
2.1

Pros

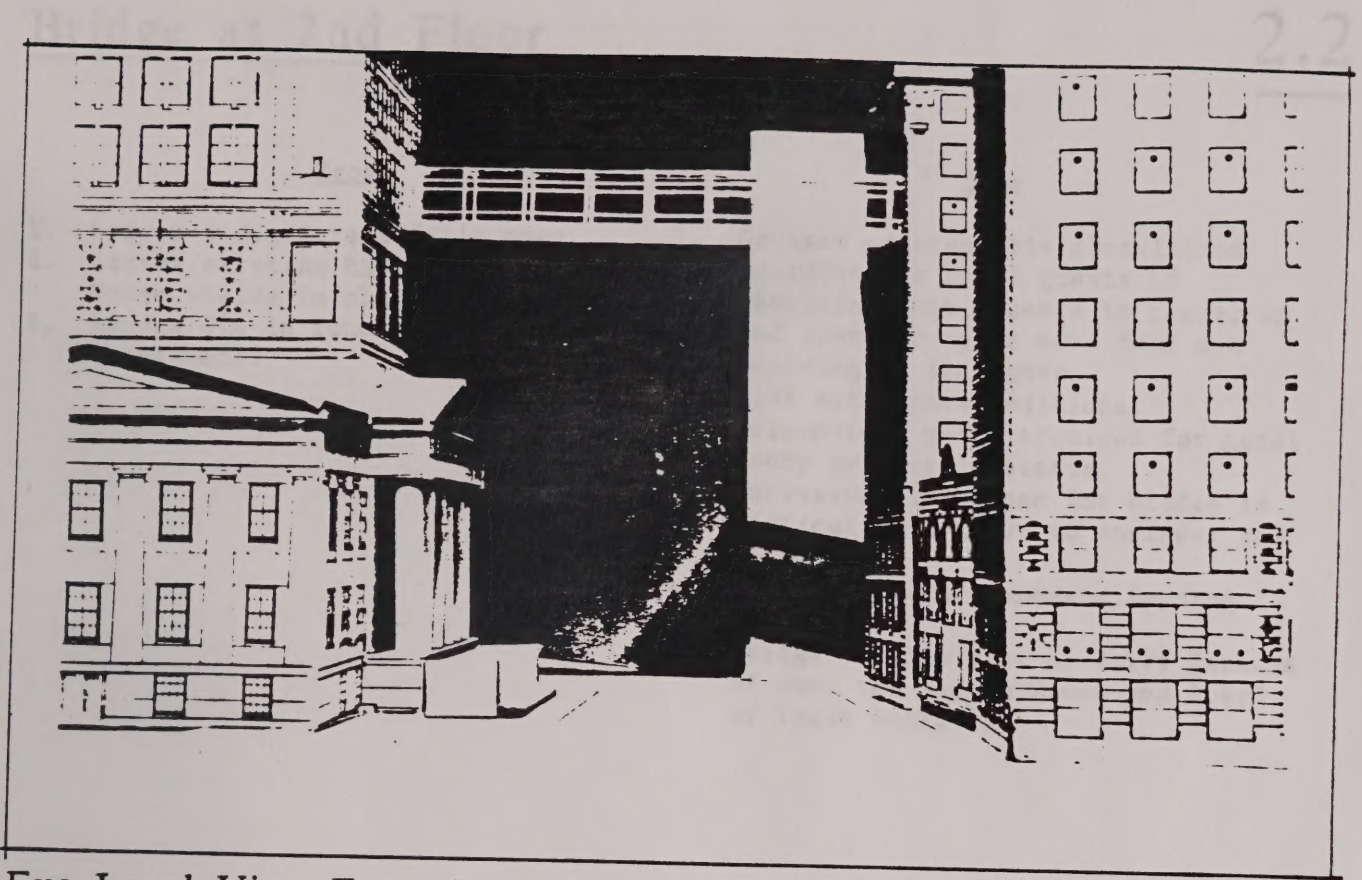
1. Leaves India Street fully open.
2. Would not impact lower facades of either building.
3. Leaves existing historic Custom House stairs in place.
4. Reversible in function and appearance.

Cons

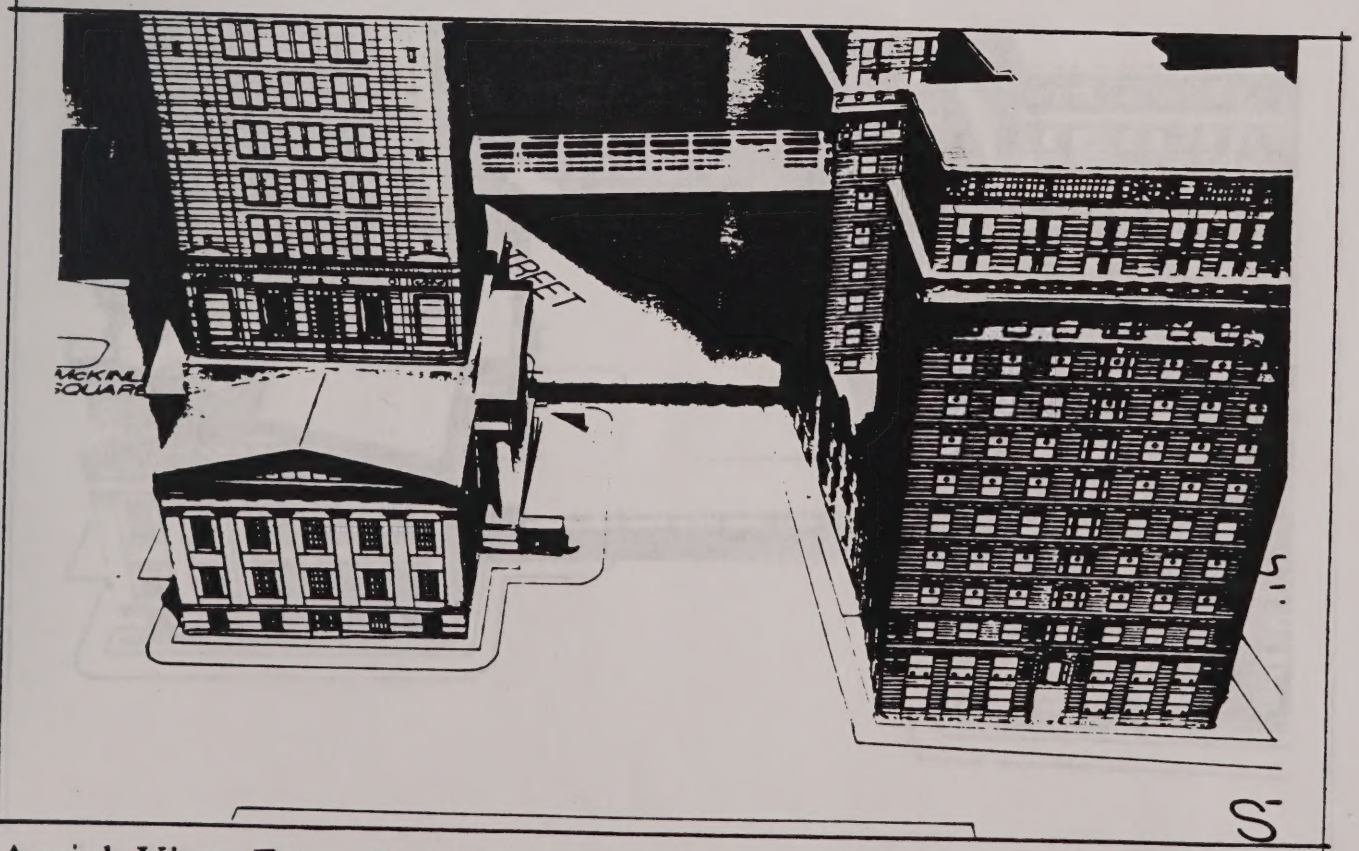
1. Creates unacceptable circulation patterns for hotel guests by requiring hotel guests to travel up and down 10 floors to move from one building to the other.
2. Does not create additional column-free space required for hotel lobby by hotel operator.
3. Bridge at this location impairs upper facades of both Custom House and Board of Trade buildings.
4. Excessive clear span for bridge is difficult/expensive to engineer and construct.
5. Difficult to accommodate loading dock.



Site Plan



Eye Level View From State Street



Aerial View From State Street

Bridge at 2nd Floor

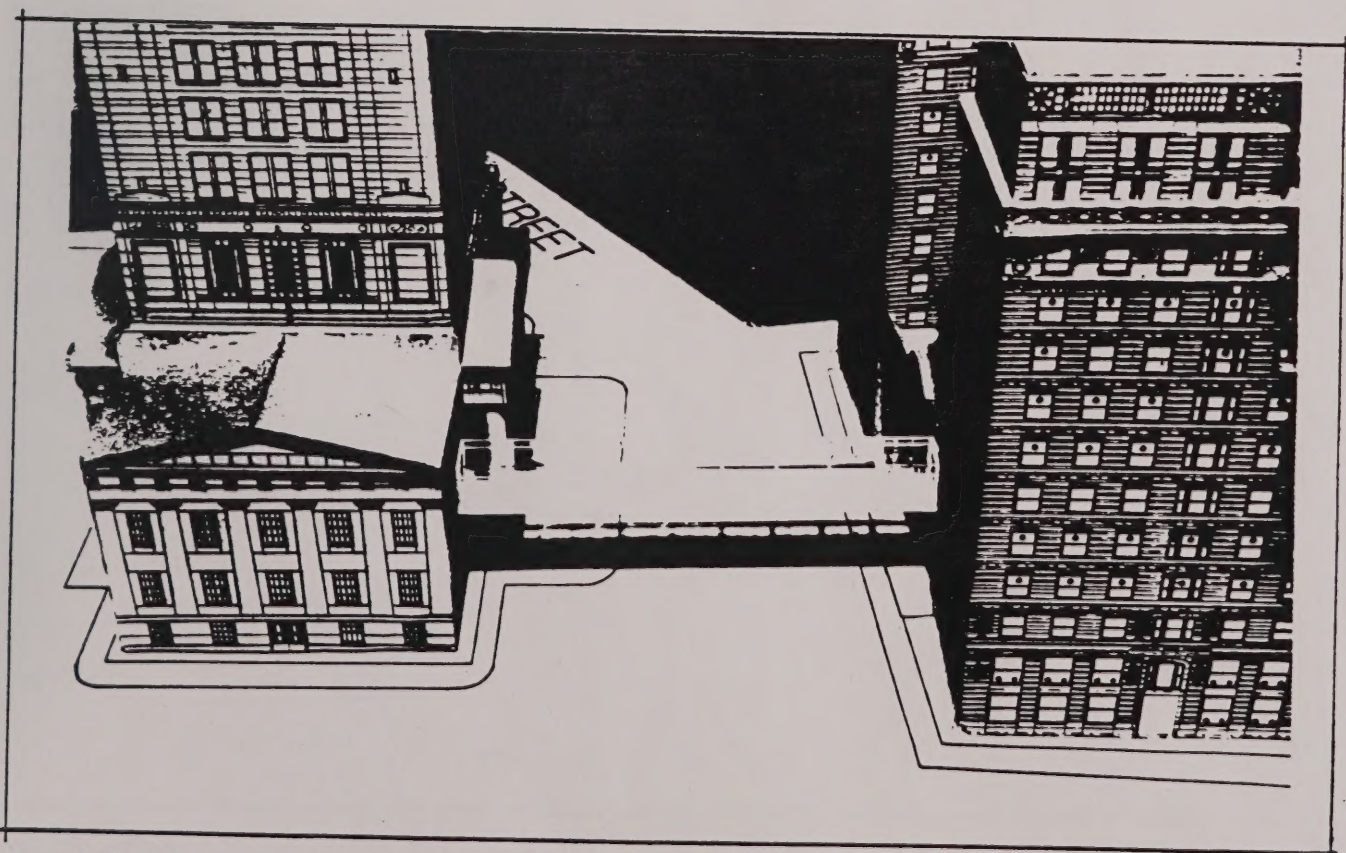
2.2

Pros

1. Leaves India Street fully open.
2. Leaves existing historic Custom House stairs in place.
3. Reversible in function and appearance.

Cons

1. Creates unacceptable circulation patterns for hotel guests by requiring hotel guests to travel up and down floors to move from one building to the other.
2. Does not create additional column-free space required for hotel lobby by hotel operator.
3. Excessive clear span for bridge is difficult/expensive to engineer and construct.
4. Difficult to accommodate loading dock.
5. Bridge impairs view of lower facades of both the Custom House and Board of Trade Building.



Aerial View From State Street

Custom House Attachment

3.0 - The connection between the Custom House and the Board of Trade Building is made by constructing a new structure at grade on India Street, necessitating its closure. The new structure abuts the Custom House at the location of the existing entrance stairs, which are relocated to the east side. The hotel lobby and registration desk is located in the new structure, and is accessed on State Street. A public space is designed on the roof of the structure accessed by stairs. The connection to the Board of Trade Building is made with a narrow glass enclosure. A portion of the new structure is 15 feet high to provide sufficient head room in the hotel lobby.



Site Plan

Raised Plaza at Grade

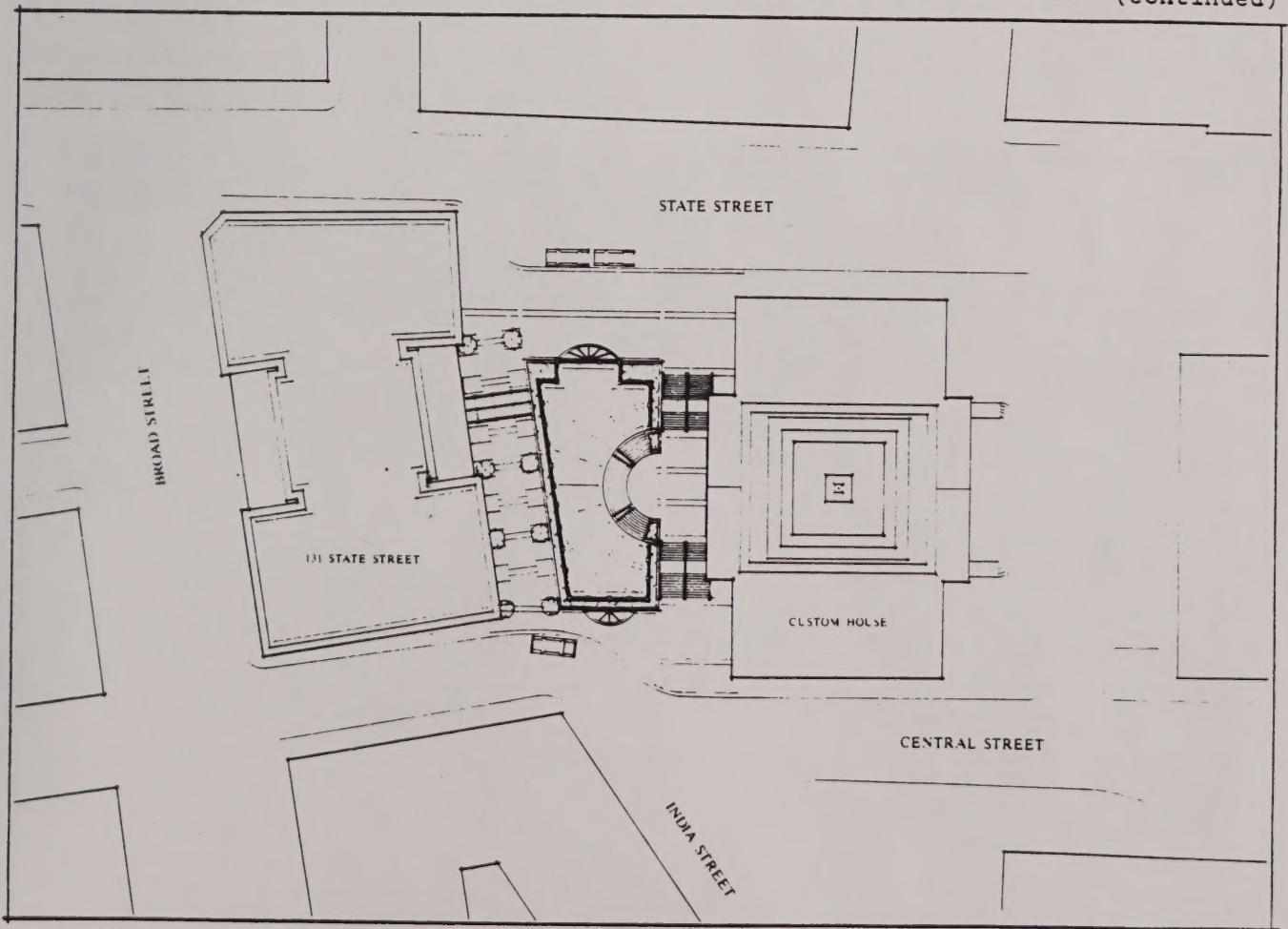
3.1

Pros

1. Little disruption of view of the Custom House facade from any angle.

Cons

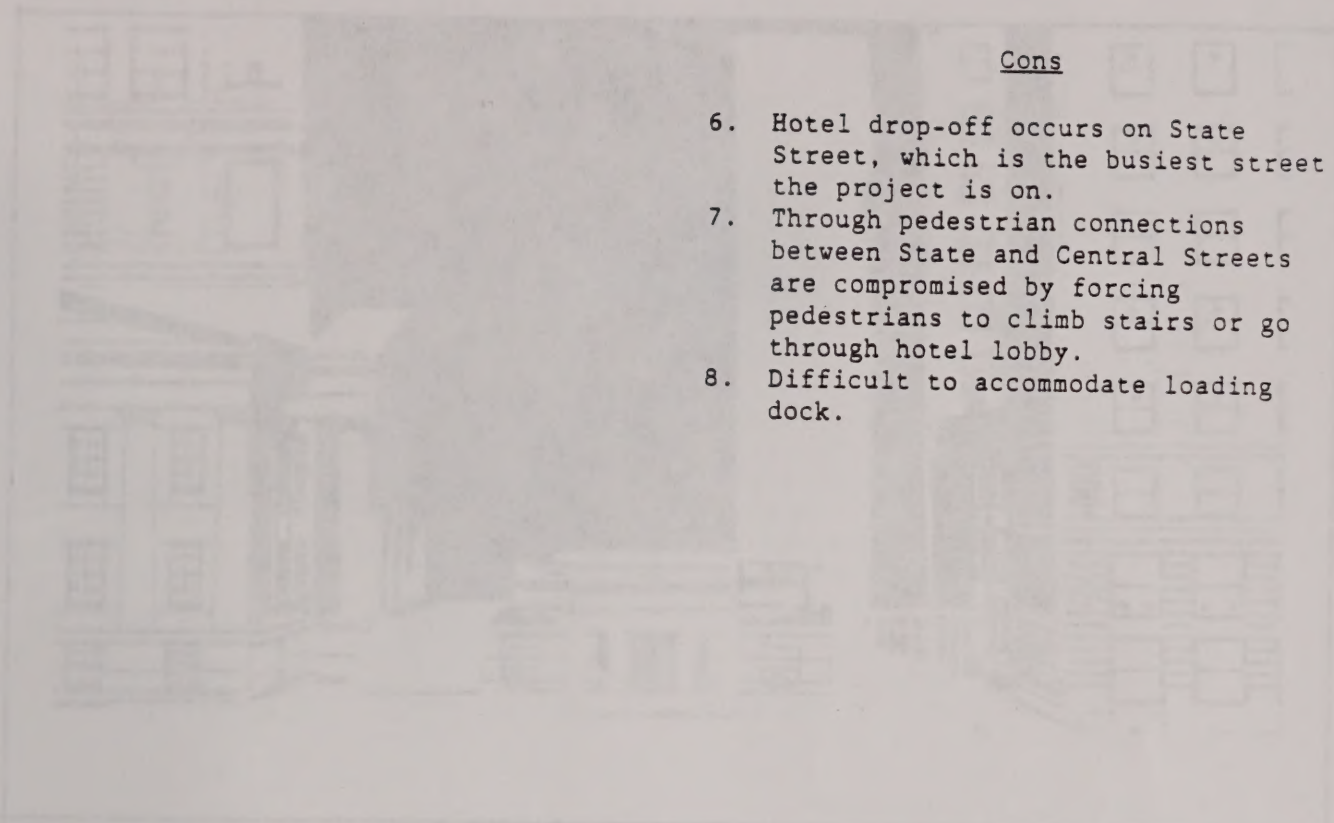
1. Requires closure of India Street which is unacceptable for historic preservation and traffic circulation reasons.
2. Attachment of new structure to Custom House detracts from its historic urban setting and its integrity as a free-standing structure. The Custom House is considered a substantially more important historic building than the Board of Trade Building.
3. Requires removal of existing historic stairs from the Custom House.
4. Substantial physical attachment to the Custom House is irreversible in both function and appearance.
5. Portions of hotel lobby space have insufficient head room. (continued)



Site Plan

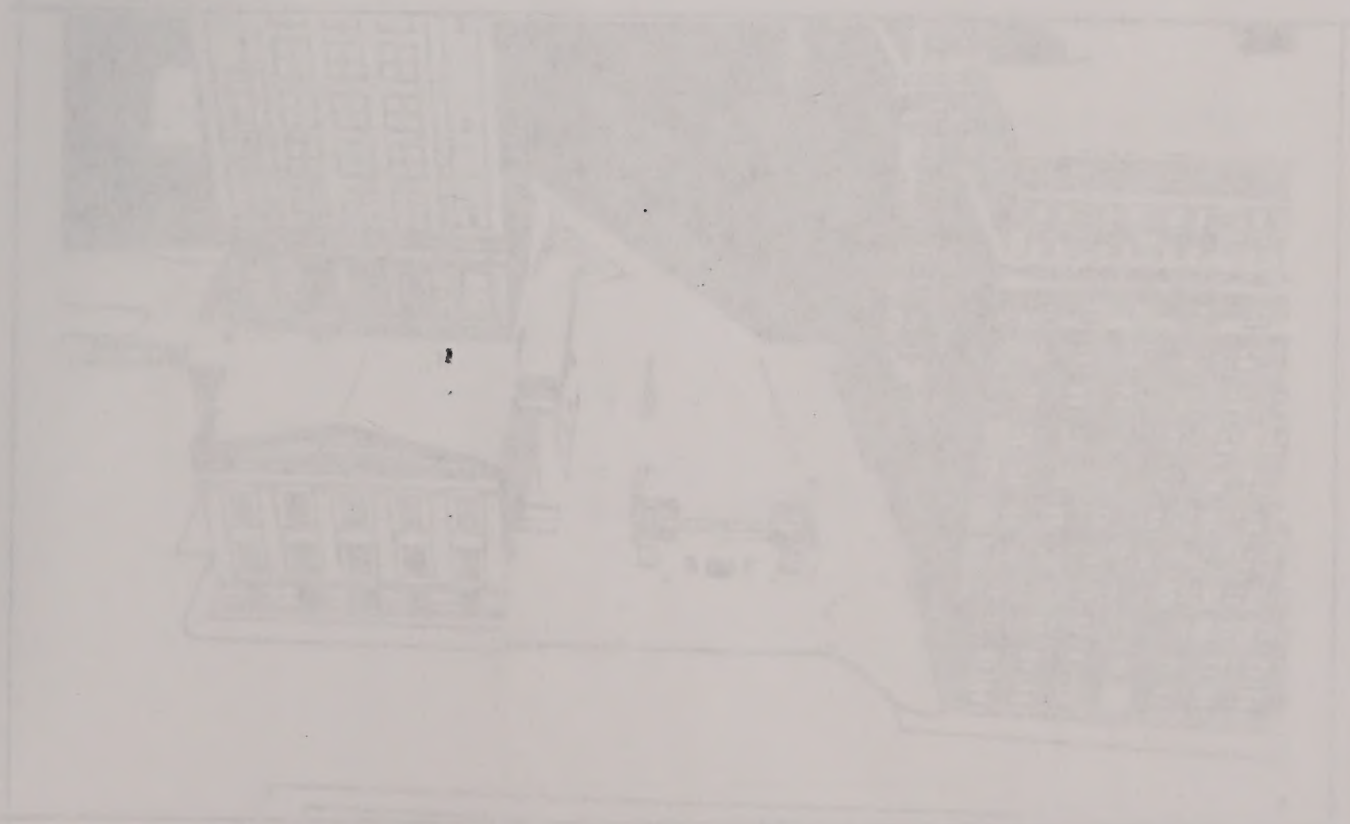
Cons

6. Hotel drop-off occurs on State Street, which is the busiest street the project is on.
7. Through pedestrian connections between State and Central Streets are compromised by forcing pedestrians to climb stairs or go through hotel lobby.
8. Difficult to accommodate loading dock.



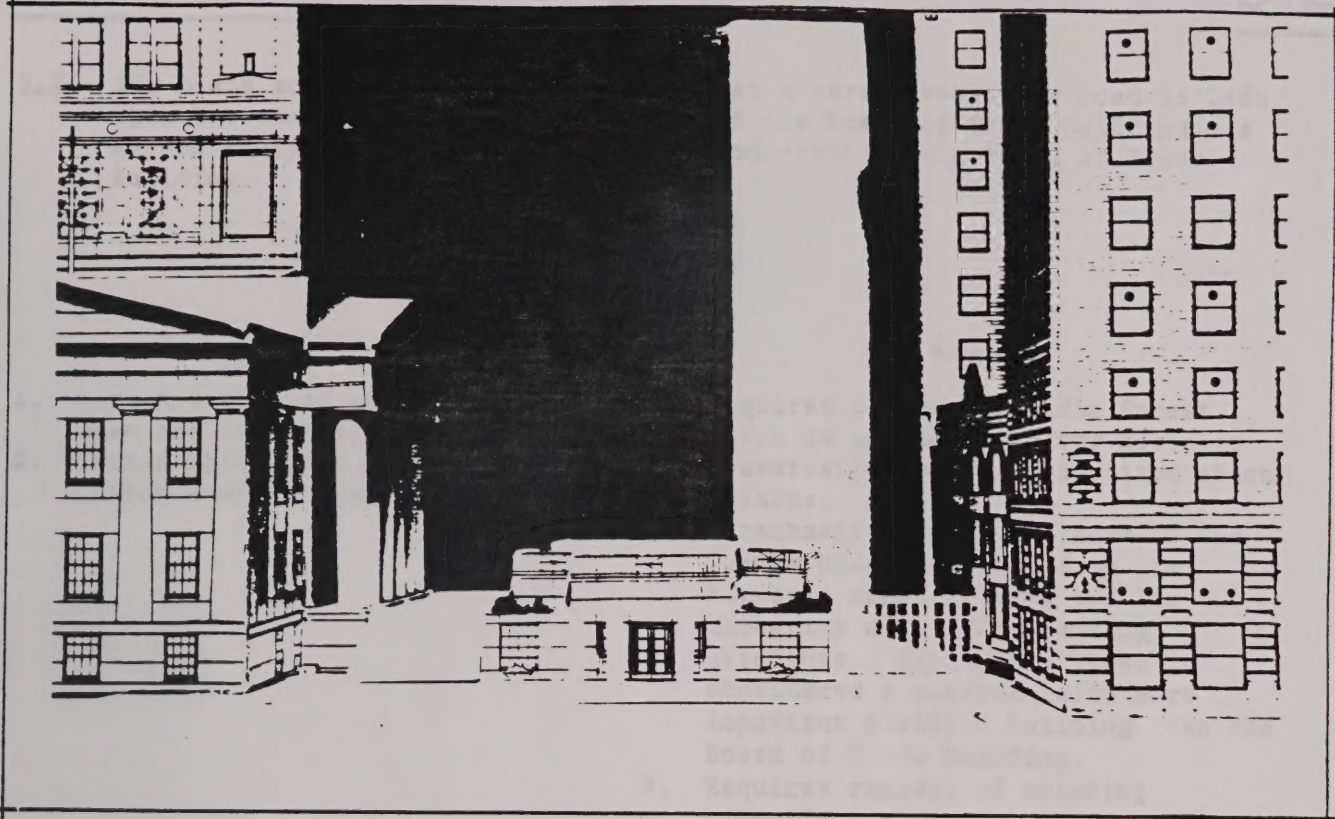
Eye Level View From State Street

A faint, sketchy architectural drawing showing a street-level perspective from State Street. It depicts several multi-story buildings with many windows, a street with some vehicles, and a large, light-colored structure in the foreground that might be a hotel or a public building. The drawing is very light and lacks fine detail.

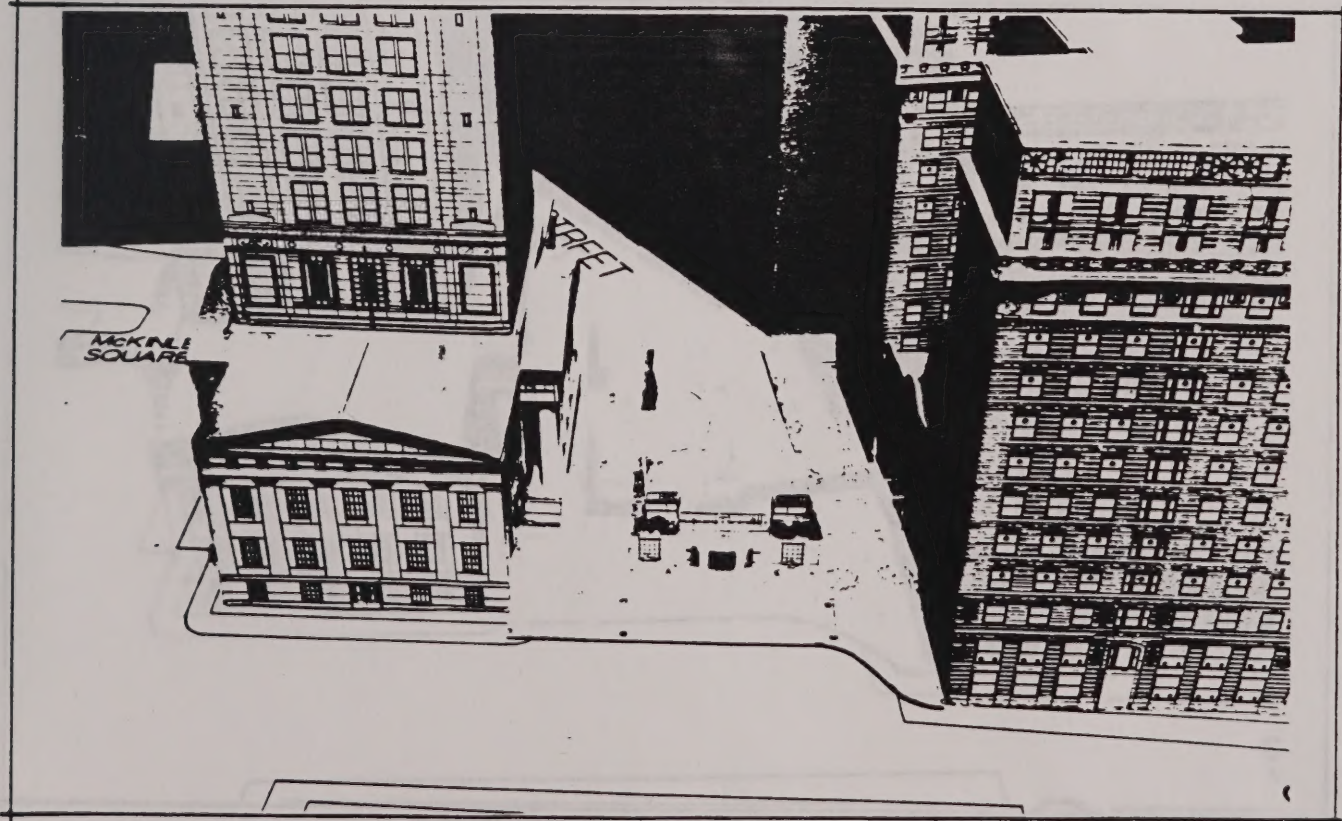


Aerial View From State Street

A faint, sketchy architectural drawing showing an aerial perspective from State Street. It depicts a large, light-colored, irregularly shaped area in the foreground, possibly a parking lot or a large building footprint. Surrounding this area are several rectangular blocks representing city blocks with buildings. The drawing is very light and lacks fine detail.



Eye Level View From State Street



Aerial View From State Street

3.2 - The plaza scheme (3.1) is altered so that a narrow vehicular road is left open between the connector structure and the Board of Trade Building. A second story bridge is built from the connector to the Board of Trade Building.

Pros

1. Leaves a portion of India Street open for vehicular traffic.
2. Little disruption of view of the Custom House facade from any angle.

Cons

1. Requires closure of India Street which is unacceptable for historic preservation and traffic circulation reasons.
2. Attachment of new structure to the Custom House detracts from its historic urban setting and its integrity as a free-standing structure. The Custom House is considered a substantially more important historic building than the Board of Trade Building.
3. Requires removal of existing historic stairs from the Custom House.

(continued)



Aerial View From State Street

Cons

4. Substantial physical attachment to the Custom House is irreversible in both function and appearance.
5. Portions of hotel lobby space have insufficient head room.
6. Hotel drop-off occurs on State Street, which is the busiest street the project is on.
7. Circuitous routes from registration desk to guest rooms are least desirable to hotel operator.
8. Difficult to accommodate loading dock.

- 4.0 - The connector structure is a new, separate building constructed between the Board of Trade Building and the Custom House on India Street. The building would have a second story bridge connection into both the Custom House and the Board of Trade Building.



Site Plan

Independent Building with Bridge into Custom House Portico

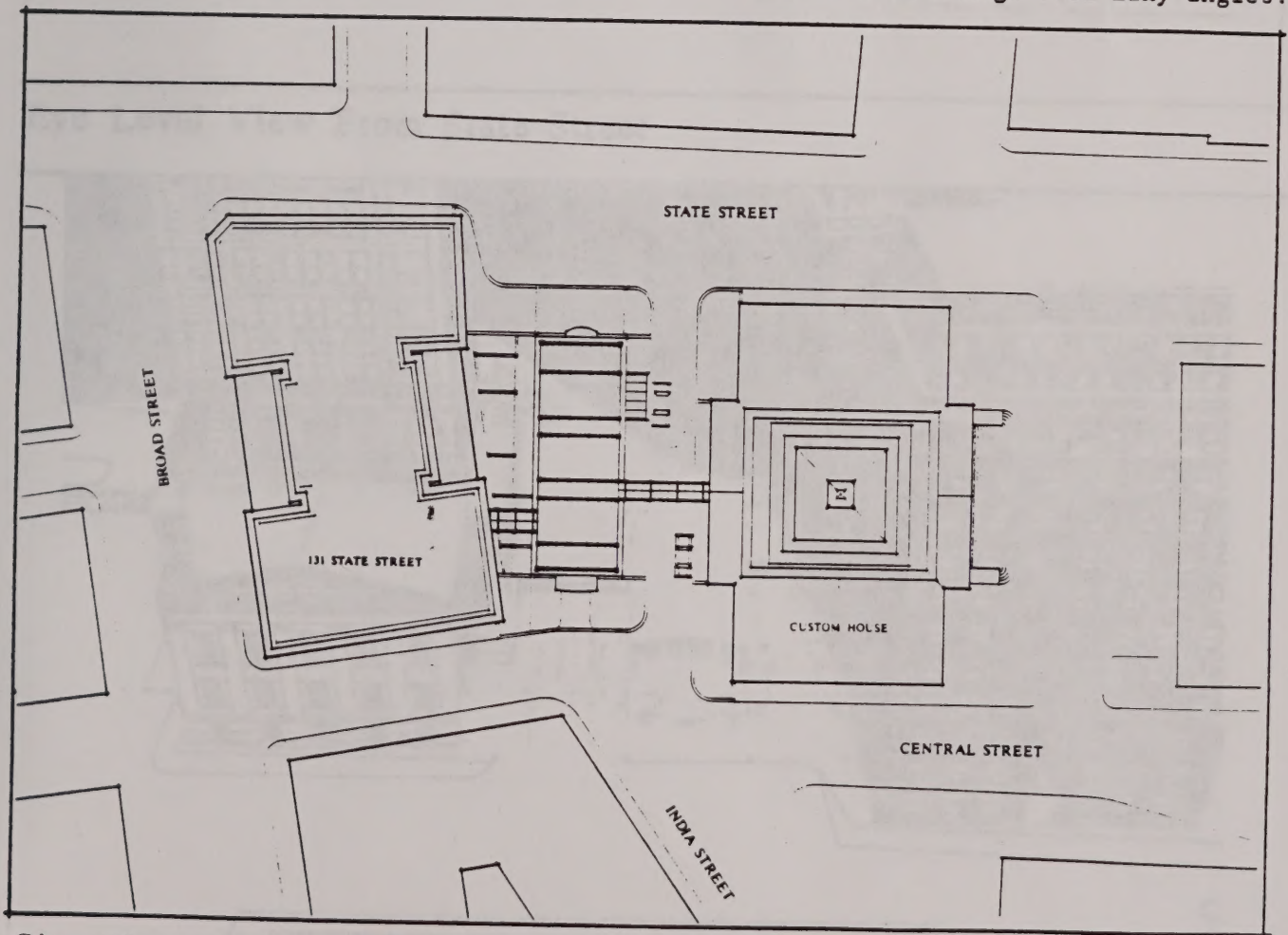
4.1

Pros

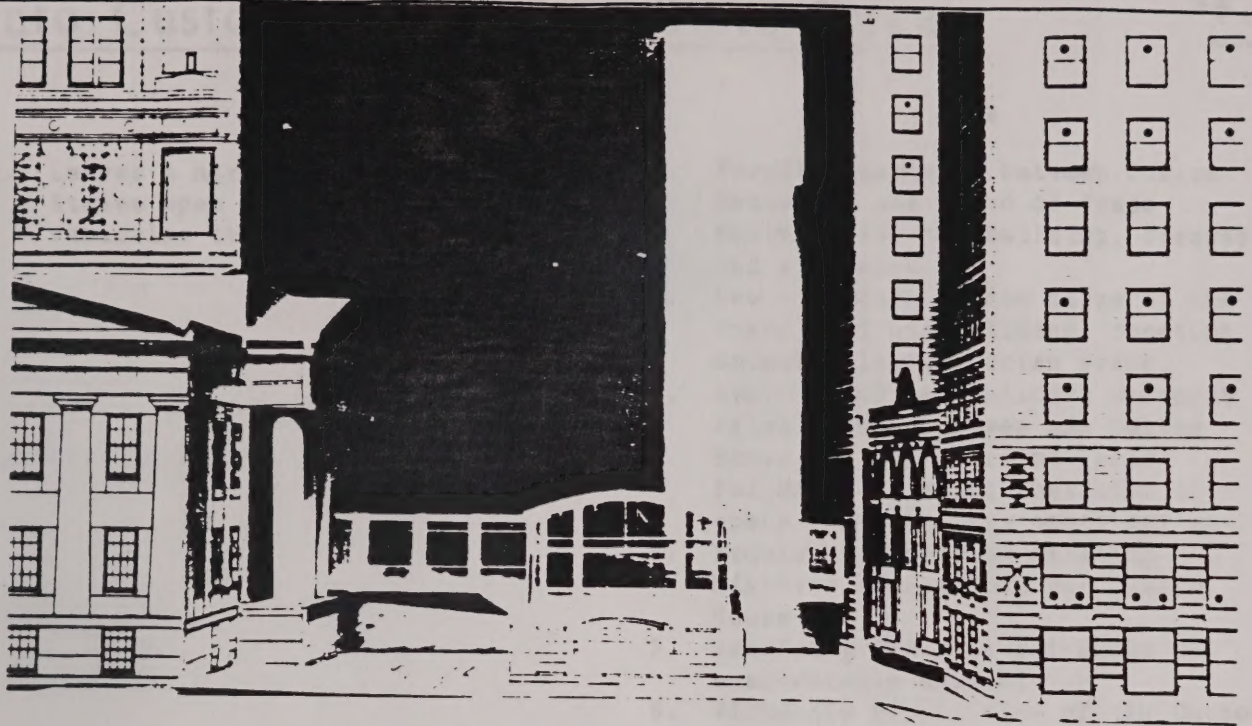
1. Leaves a narrow portion of India Street open to pedestrian and vehicular traffic.
2. Bridge connection enters center of the Custom House, allowing hotel guests to enter the Custom House's most monumental space.

Cons

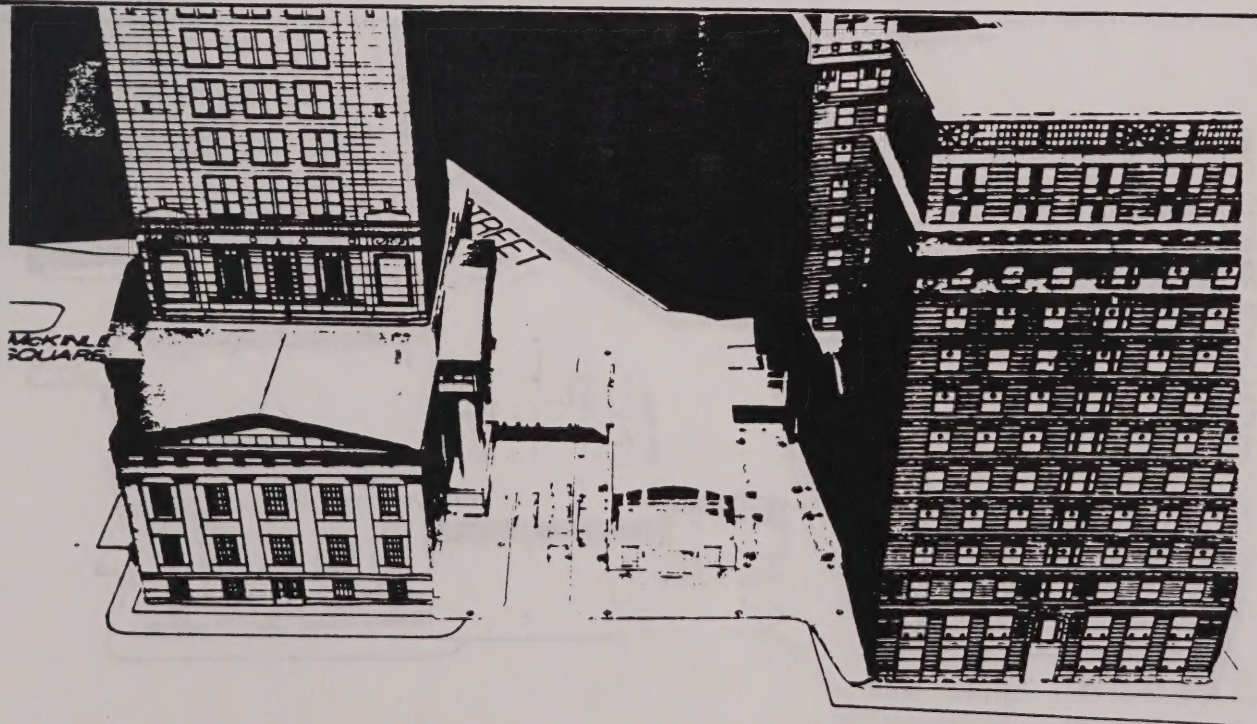
1. Insufficient room between the Custom House and the Board of Trade Building for new building, roadway, and sidewalks.
2. New structure is too close to the Board of Trade Building, creating undesirable pedestrian space.
3. Addition of new building disrupts relationship between the Custom House and the Board of Trade Building, altering character of space more than any other option.
4. Requires removal of existing historic stairs from the Custom House.
5. Remaining India Street would be unacceptably narrow.
6. Obscures views of facades of both historic buildings from many angles.



Site Plan



Eye Level View From State Street



Aerial View From State Street

Independent Building with Bridge into Custom House Near State Street

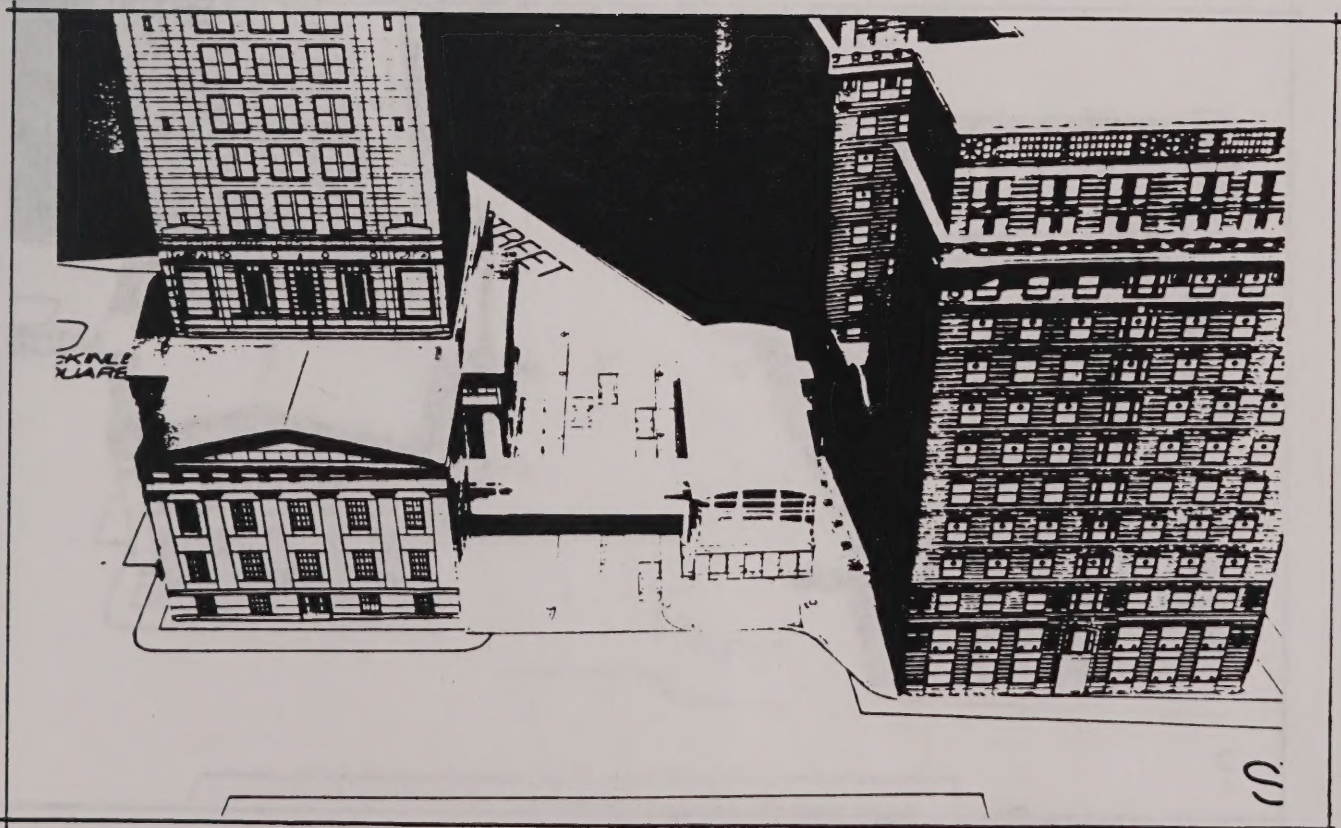
4.2

Pros

1. Leaves a narrow portion of India Street open to pedestrian and vehicular traffic.

Cons

1. Insufficient room between Custom House and the Board of Trade Building for new building, roadway, and sidewalks.
2. New structure is too close to the Board of Trade Building, creating undesirable pedestrian space.
3. Addition of new building disrupts relationship between the Custom House and the Board of Trade Building, altering character of space more than any other option.
4. Requires removal of existing historic stairs from the Custom House.
5. Remaining India Street would be unacceptably narrow.
6. Virtually blocks view of the Custom House facade as seen from State Street.



Aerial View From State Street

Independent Building with Bridge into Custom House Along State Street - Festive Pavilion

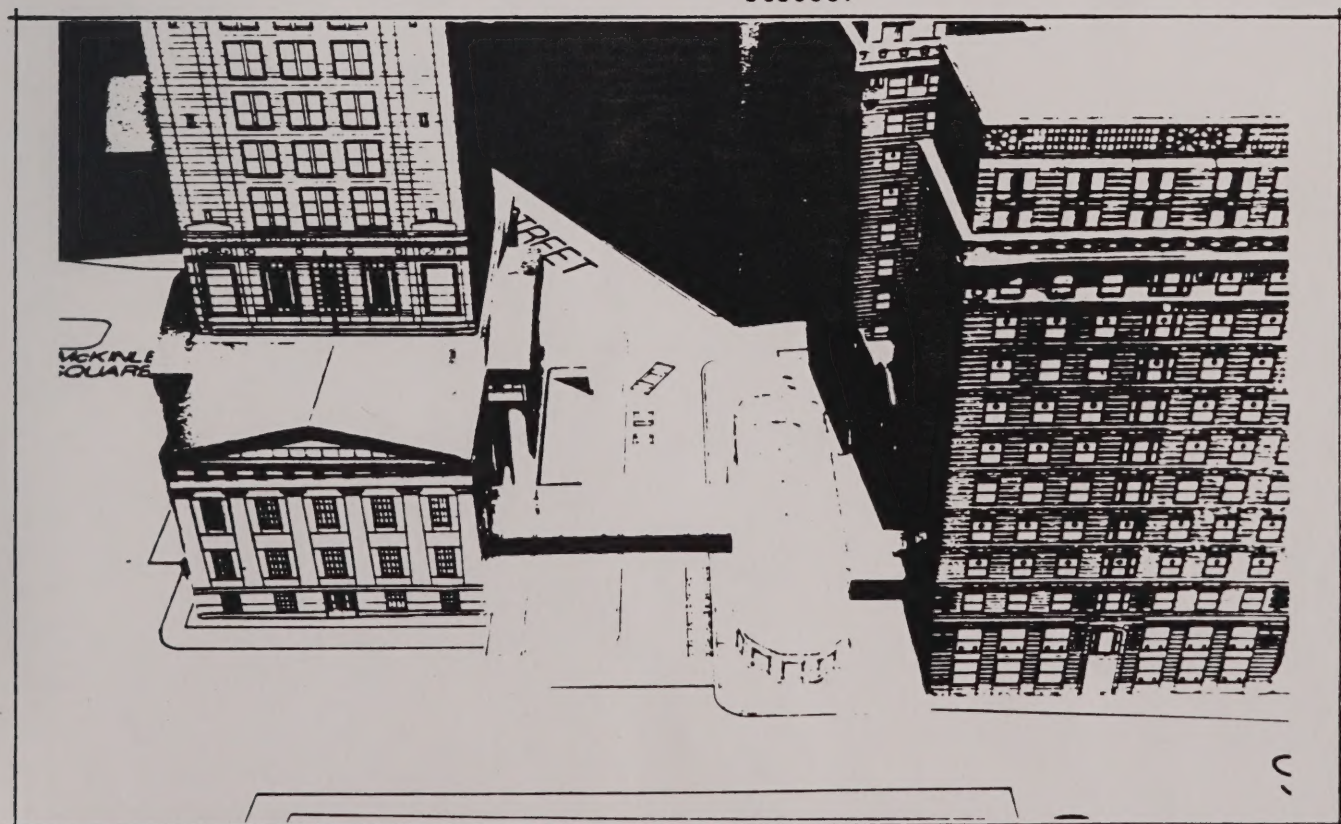
4.3

Pros

1. Leaves a narrow portion of India Street open to pedestrian and vehicular traffic.
2. Design of independent building is slightly less obtrusive than 4.2

Cons

1. Insufficient room between the Custom House and the Board of Trade Building for new building, roadway, and sidewalks.
2. New structure is too close to the Board of Trade Building, creating undesirable pedestrian space.
3. Addition of new building disrupts relationship between the Custom House and the Board of Trade Building, altering character of space more than any other option.
4. Requires removal of existing historic stairs from the Custom House.
5. Remaining India Street would be unacceptably narrow.
6. Virtually blocks view of the Custom House facade as seen from State Street.



Aerial View From State Street

5.0 - The connector is an addition to the India Street facade of the Board of Trade Building. A two-level glass structure encloses and highlights the center columns. A second floor bridge to the Custom House would be located in one of the three locations. Hotel drop-off occurs on India Street, which remains open to pedestrian and vehicular traffic.



Addition to Board of Trade Building with Bridge into Custom House Along State Street

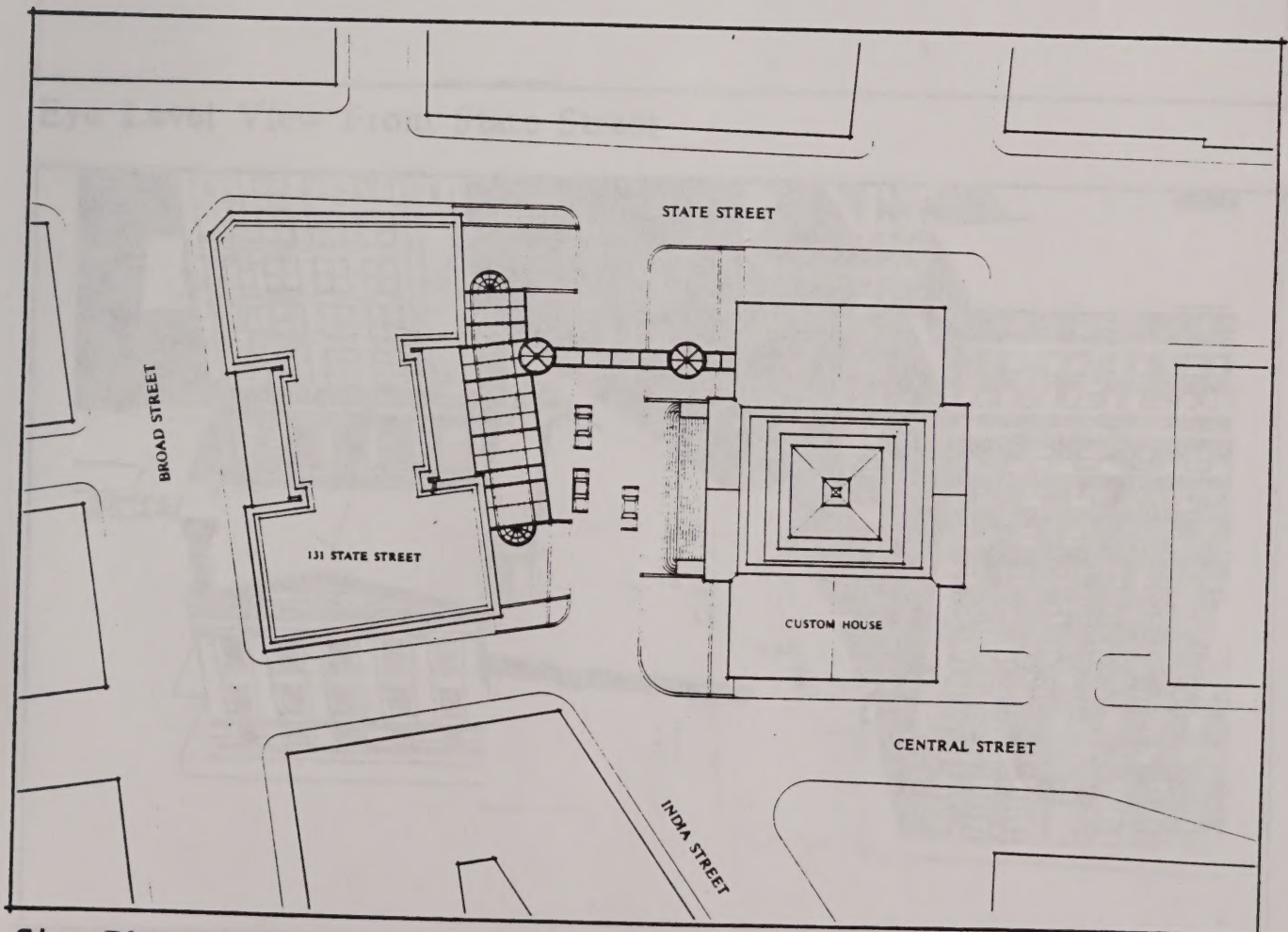
5.1

Pros

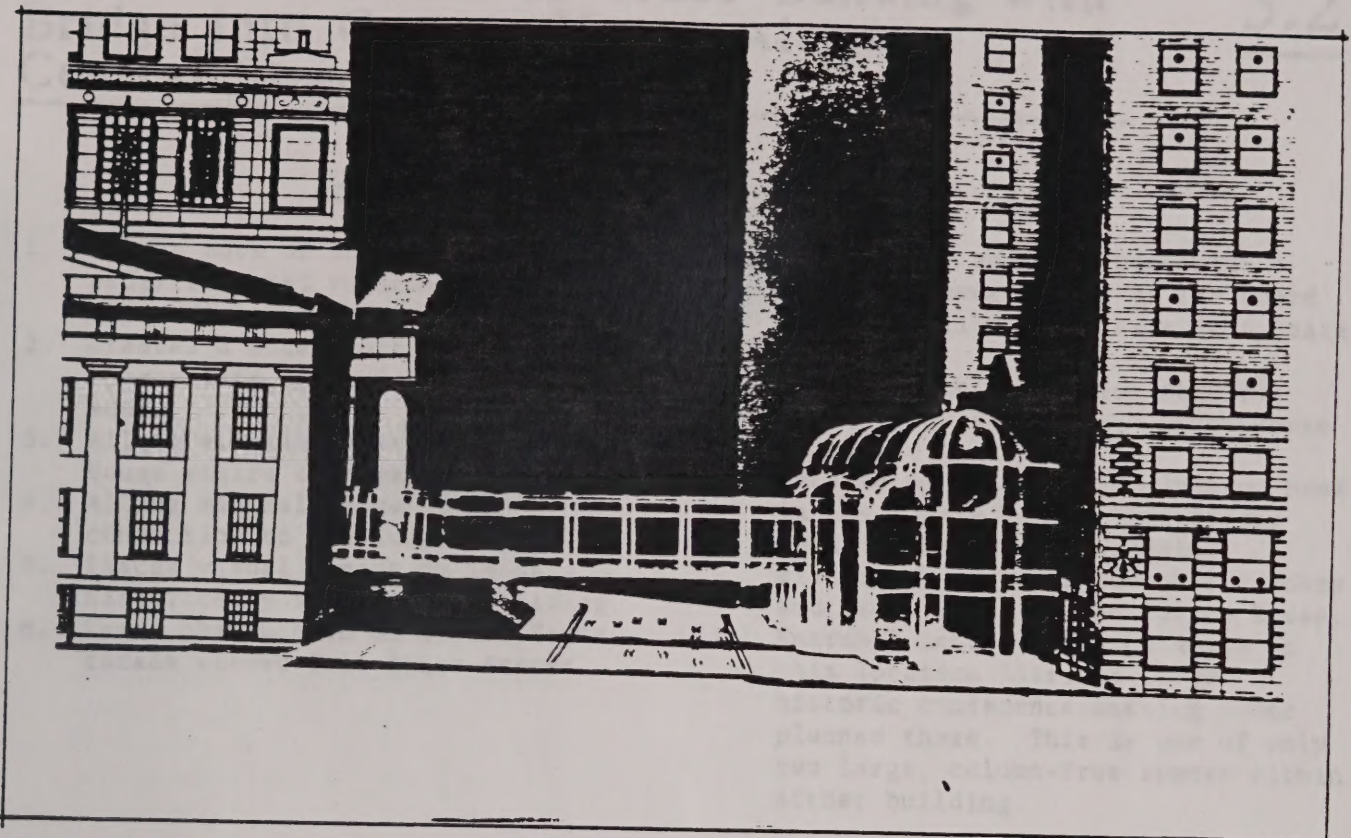
1. Leaves more of India Street open for pedestrian and vehicular traffic than any other above-grade option.
2. Creates a hotel lobby area which is appropriate in configuration and scale.
3. Allows existing historic Custom House stairs to remain in place.
4. Allows minimal, reversible connection to the Custom House.
5. Places visual impact on least historically significant building.
6. Provides shortest path to elevator banks in each building for hotel guests.

Cons

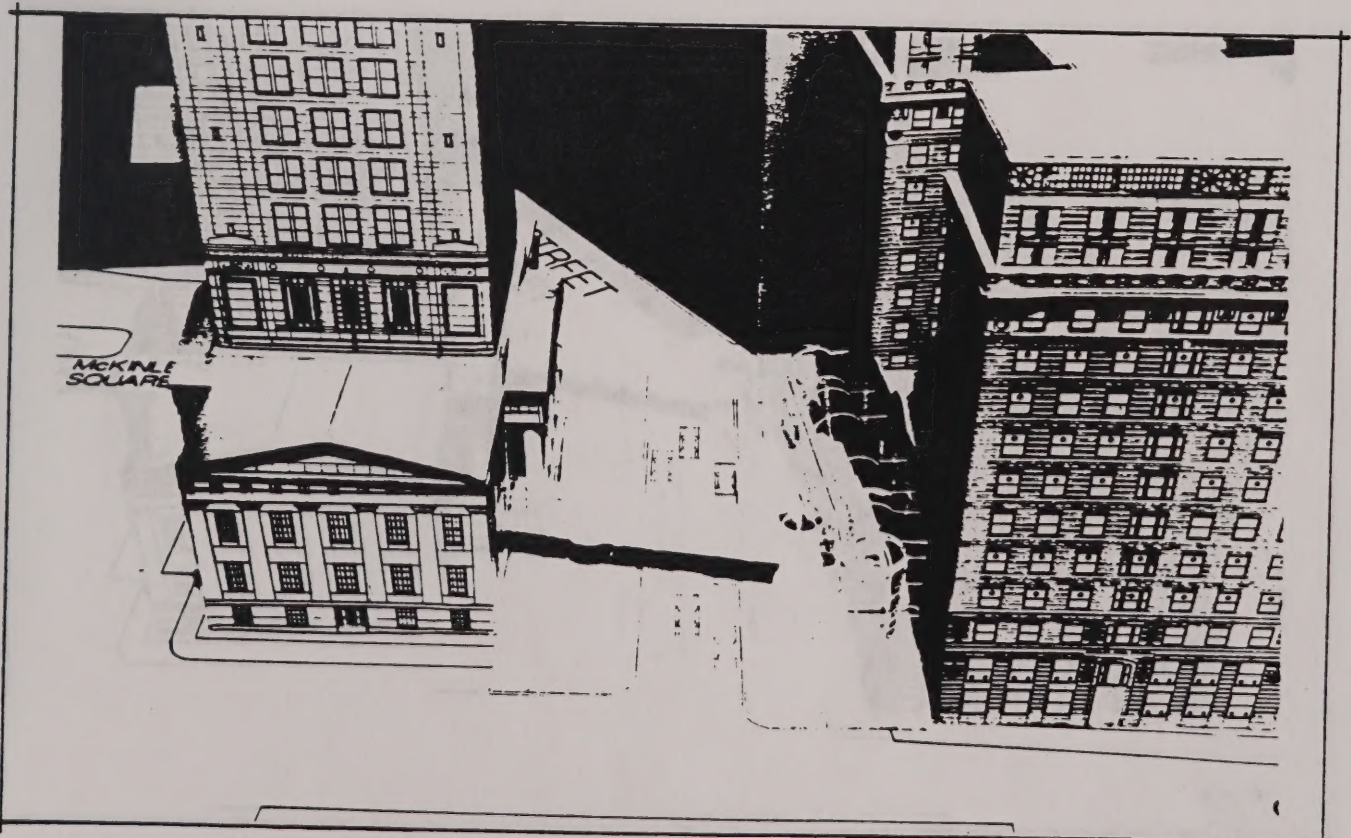
1. Glass lobby addition partially obscures lower facade of Board of Trade Building as seen from State Street.
2. Bridge in this location obscures view of the Custom House facade from State Street.
3. Bridge in this location disrupts sense of space between the Custom House and the Board of Trade Building.
4. Bridge in this location requires alteration of existing Custom House window.



Site Plan



Eye Level View From State Street



Aerial View From State Street

Addition to Board of Trade Building with Bridge into Custom House Along Central Street

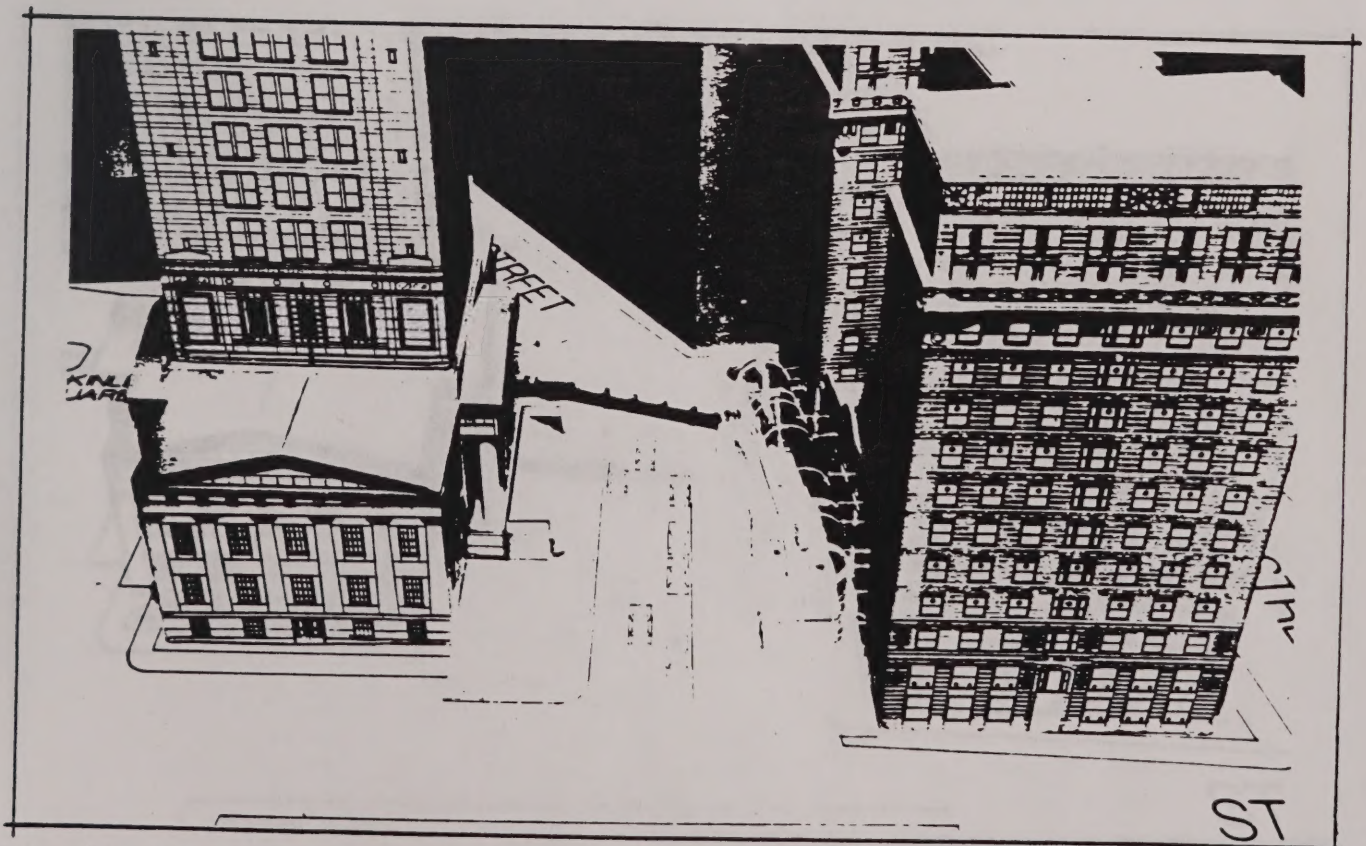
5.2

Pros

1. Leaves more of India Street open for pedestrian and vehicular traffic than any other above-grade option.
2. Creates a hotel lobby area which is appropriate in configuration and scale.
3. Allows existing historic Custom House stairs to remain in place.
4. Allows minimal, reversible connection to the Custom House.
5. Places visual impact on least historically significant building.
6. Least obstruction of Custom House facade viewed from State Street.

Cons

1. Glass lobby addition partially obscures lower facade of the Board of Trade Building as seen from State Street.
2. Bridge in this location requires alteration of existing Custom House window.
3. Because of location of elevator bank in the Custom House, this bridge location creates a confusing, circuitous route between hotel lobby and guest rooms in the Custom House.
4. Entrance into the Custom House at this location disrupts large historic conference/meeting rooms planned there. This is one of only two large, column-free spaces within either building.



Aerial View From State Street

Addition to Board of Trade Building with Bridge into Custom House Portico

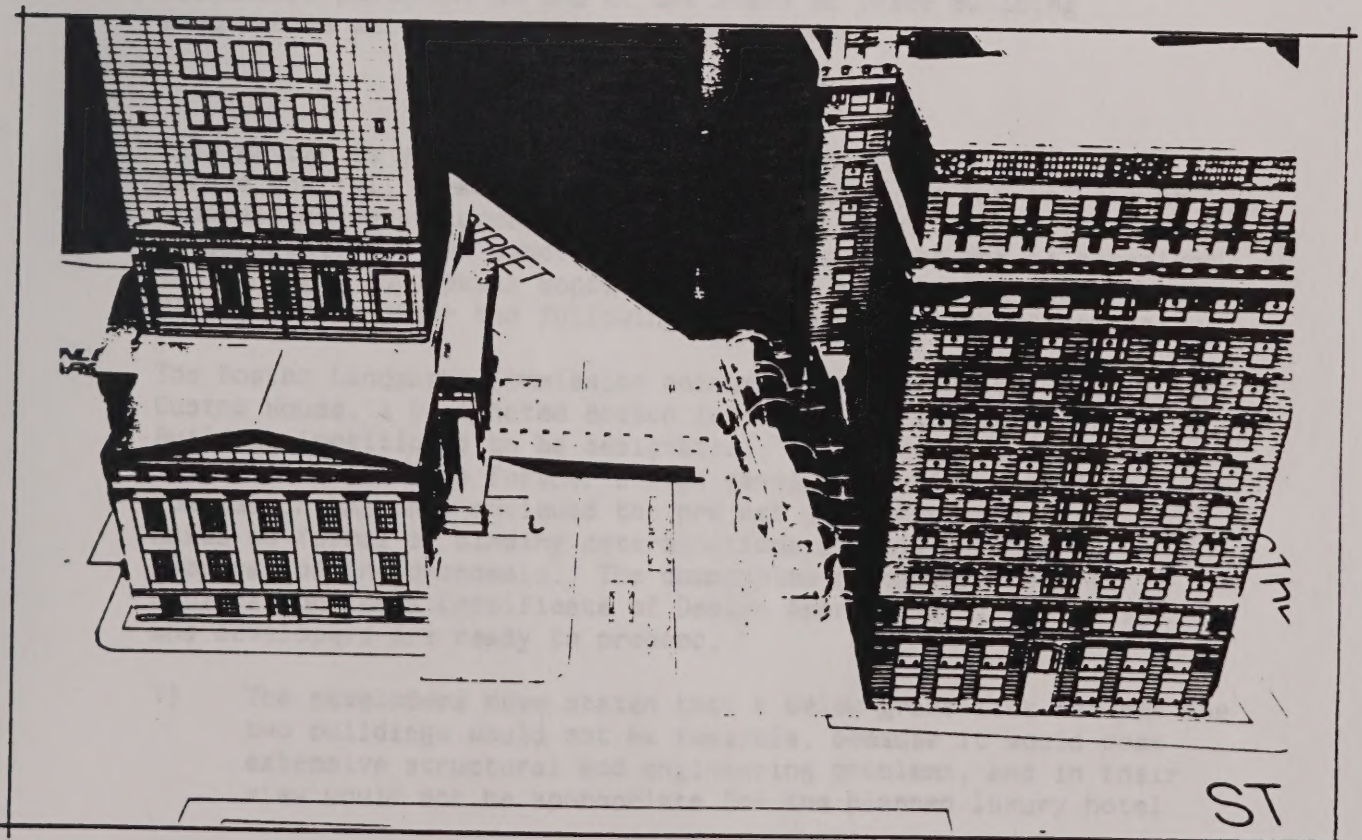
5.3

Pros

1. Leaves more of India Street open for pedestrian and vehicular traffic than any other above-grade option.
2. Creates a hotel lobby area which is appropriate in configuration and scale.
3. Allows existing historic Custom House stairs to remain in place.
4. Bridge into center of Custom House portico allows minimal, reversible connection to the Custom House w/minimal alterations to existing building.
5. Places visual impact on least historically significant building.
6. Bridge into center of portico allows hotel guests to enter at Custom House's most monumental space.
7. Bridge at this location respects the strong symmetry of the Custom House.

Cons

1. Glass lobby addition partially obscures lower facade of the Board of Trade Building as seen from State Street.
2. Bridge in this location obscures view of Custom House facade from State Street.
3. Bridge in this location disrupts sense of space between the Custom House and the Board of Trade Building.
4. Bridge in this location requires alteration of existing Custom House doorway.



Aerial View From State Street

March 12, 1991

EXHIBIT 4

MEMORANDUM

TO: BOSTON LANDMARKS COMMISSION

FROM: JAMES G. ALEXANDER, BLC DESIGN REVIEW COMMITTEE AND
COMMISSION STAFF

RE: CUSTOM HOUSE/131 STATE STREET (BOARD OF TRADE BUILDING)

As you know, the Boston Landmarks Commission has to date conducted several advisory reviews on the proposal for redevelopment of the Custom House and the Board of Trade Building. We thought it would be helpful to summarize the commission's responses to the schemes presented thus far.

Basically we have looked at three schemes:

- 1) An addition to the Custom House in the form of a raised plaza, which would entail closing India Street;
- 2) A new structure on India Street between the two buildings, with bridges to both, which would narrow but not close India Street;
- 3) An addition to the Board of Trade Building, with a bridge creating a link to the Custom House, which would also narrow but not close India Street.

The proposal for a three-story rooftop addition and additional mechanical penthouse on top of the Board of Trade Building accompanies all three schemes outlined above.

This matter is scheduled for further advisory review on 3/12/91 before the full commission. The BRA has asked the BLC to vote to endorse the redevelopment project so that it can proceed into design development. We are concerned that the commission not be perceived as issuing a conceptual approval before an application has even been filed, and so offer the following as a draft proposed statement:

The Boston Landmarks Commission encourages the adaptive reuse of the Custom House, a designated Boston landmark, and the Board of Trade Building (petitioned to be designated), and offers the following comments to expedite further design development of the project. The commission has only reviewed the project on an advisory basis and makes no formal or binding determinations at this time as to approval of the proposals. The commission recommends that an application for a Certificate of Design Approval be filed as soon as the developers are ready to proceed.

- 1) The developers have stated that a below-grade link between the two buildings would not be feasible, because it would pose extensive structural and engineering problems, and in their view would not be appropriate for the planned luxury hotel

use. The commission indicated that the concept of an above-ground connector may be pursued, provided that it creates minimal physical and visual intrusion on the existing structures. The commission was not receptive to a scheme intended to make a "bold architectural statement," as recommended by the advisory Boston Civic Design Commission.

- 2) The commission found advantages to the plaza scheme as a solution which could minimally intrude on the buildings. However, the Transportation Department has indicated that India Street may not be closed. It is our understanding, then, that this scheme is no longer being pursued.
- 3) The addition to 131 State St. requires further study, as does the bridge connector utilized in the scheme. Suggestions included using simplified forms and glass as a primary material. The transparency of glass would permit views through to the original buildings, would improve pedestrian orientation, and give some life to the street. Requested additional information included how the buildings will be serviced, and how the addition and the bridges would be attached to the main buildings.
- 4) Standards and criteria for the Custom House shall be met in all details.
- 5) The bridge connector to the Custom House should go into the centered portico entrance, and should try to work with the existing stairs rather than require their relocation. The commission was not in favor of altering a window to create a doorway. A bridge located between the columns would be preferable to enclosing a portion of the portico or adding a glass structure to it.
- 6) The addition to 131 State should allow unobstructed views of the 2-story arched entryway in the original building. The commission preferred the scheme with a central atrium in front of the entryway, limiting floors of the addition to outer "wings." A drop-off lane for the hotel entrance should not be accessed directly from Central Street or State Street, but rather should "neck down" from India Street.
- 7) The commission was comfortable with the massing of the proposed rooftop addition at 131 State, and will make further comments on the fenestration and materials at a later date.
- 8) The commission requests that the stairs on the McKinley Square entrance be restored.

EXHIBIT 5

P.I.C. Indication of CONCEPTUAL APPROVAL
of
CUSTOM HOUSE/131 STATE ST. Connection

On the basis of a presentation given today, February 14, 1991, by both the Boston Redevelopment Authority and representatives of the Beal Company (the designated developer of the Custom House), the Public Improvements Commission (P.I.C.) hereby gives conceptual approval to the linking of the Custom House Tower to the 131 State Street building; said connector element to be subject to detailed urban design and historical review procedures.

The P.I.C.'s conceptual approval is given with the following conditions:

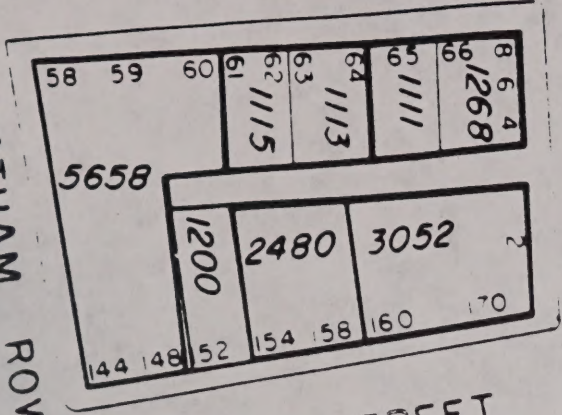
- 1) India Street will be preserved as a public street, open to two lanes of vehicular travel;
- 2) The proposed pedestrian overpass connecting the two buildings will have a minimum clearance of twelve and one half feet above the finished grade of India Street.

The final recommendation for action will be submitted to the P.I.C., with complete supporting documentation and required plans, for a formal P.I.C. hearing, and will be subject to the P.I.C.'s final review and approval.

ajmcc/2960T

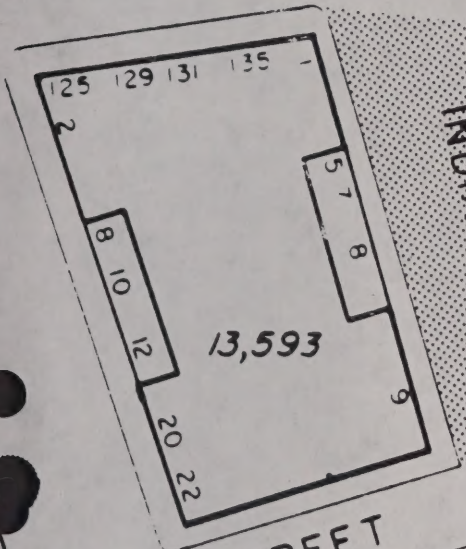
STREET

CHATHAM ROW



STATE

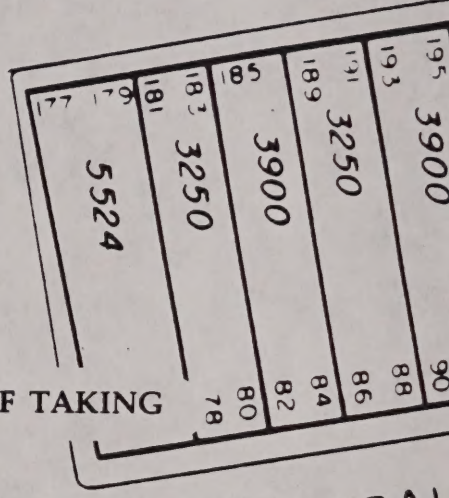
STREET



INDIA



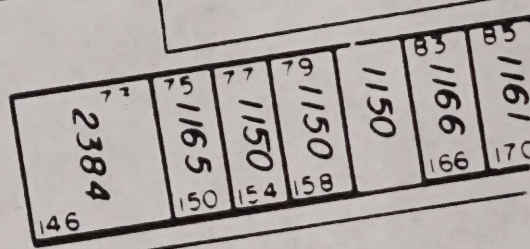
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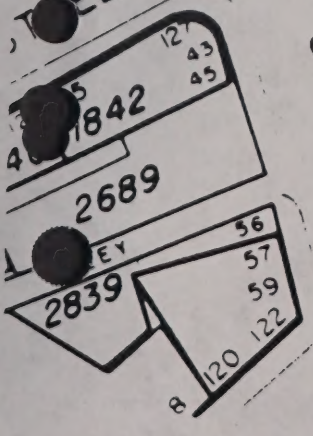
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